

## Appointment

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**From:** Genier, Maxime (EC) [maxime.genier@canada.ca]  
**Sent:** 11/16/2017 8:00:55 PM  
**To:** Genier, Maxime (EC) [maxime.genier@canada.ca]; Hobin, Megan (EC) [megan.hobin@canada.ca]; Wehrly, Linc [wehrly.linc@epa.gov]; Dalton, Joel [Dalton.Joel@epa.gov]; Ball, Joel [ball.joel@epa.gov]; Peralta, Maria [Peralta.Maria@epa.gov]; Cullen, Angela [cullen.angela@epa.gov]

**Subject:** Meeting with Environment and Climate Change Canada  
**Attachments:** ECCC foreign-visitors-information-template.xls  
**Location:** EPA offices in Ann Arbor

**Start:** 6/6/2018 12:30:00 PM  
**End:** 6/7/2018 3:30:00 PM  
**Show Time As:** Tentative

**Recurrence:** (none)

Good morning,

**Ex. 7(A); 7(E)**

- **Ex. 7(A); 7(E)**

I also attached the completed ECCC foreign-visitors-information-template.xls form.

If you have any questions, do not hesitate to contact me. Thanks in advance for taking the time to meet with us.

Maxime Génier, P. Eng.

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Hi everyone,

Considering our meeting placeholder is at the same time as another ECCC-EPA meeting in Ottawa for both of our management, we suggest pushing this meeting back a few weeks, if this works with your schedule.

I moved the meeting to June 6<sup>th</sup> 2018 but we are also available on June 20<sup>th</sup>, if that better suits your schedule.

Please confirm your availabilities and we can follow-up with tentative agenda items.

Thanks,

-max

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Hi guys,

Thanks once again for hosting the valuable meetings we had yesterday. Much appreciated! We will follow-up separately with some of the follow-up information discussed.

This meeting invite is simply a placeholder for this spring. We can discuss the agenda and required attendees closer to the date.

Cheers,

-max

Maxime Génier, P. Eng.

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Manufacturer Tier 3 Questions and EPA Answers12/18/2015; revised 2/25/2016					
Issue No.	Subject	Regulation Reference	Regulation	Manufacturer Questions	EPA Answers
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1. Certification					
1.1	Tier 3 Evap and ORVR Useful Life corresponding to 120K and 150K test groups	§86.1805-17(d)	<p><b>§86.1805-17 Useful life.</b> * * *</p> <p>(d) Criteria pollutants. The useful life provisions of this paragraph (d) apply for all emission standards not covered by paragraph (b) or (c) of this section. Except as specified in paragraph (f) of this section and in §§86.1811, 86.1813, and 86.1816, the useful life for LDT2, HLDT, MDPV, and HDV is 15 years or 150,000 miles. The useful life for LDV and LDT1 is 10 years or 120,000 miles. Manufacturers may optionally certify LDV and LDT1 to a useful life of 15 years or 150,000 miles, in which case the longer useful life would apply for all the standards and requirements covered by this paragraph (d).</p>	<p>For vehicles above 6K GVWR that are certified to Tier 3 evaporative emission requirements the useful life (UL) is 15 years/150K miles. This UL also applies to ORVR.</p> <p>For vehicles below 6K GVWR (LDV, LDT1) that are certified to Tier 3 evaporative emission requirements the UL is 10 years / 120K miles. There is no sun-set to the 10 year / 120K UL for LDV and LDT1 vehicles. This UL also applies to ORVR. The 15 year / 150K UL only applies to combinations of Tier 3 evap and exhaust. If the exhaust goes to Tier 3 but the evap family is certified to Tier 2, then the evap and ORVR UL remain 10 / 120K.</p> <p>For vehicles below 6K GVWR what happens if one test group goes to Tier 3 15 year / 150K exhaust while another test group in the same Tier 3 evap family stays at 10 year / 120K for exhaust?</p>	<p>If there is an evaporative/refueling family that corresponds to multiple exhaust test groups, some at 120K and some at 150K, manufacturers have two options. Manufacturers can apply a 150K useful life to the whole evaporative/refueling family, or manufacturers can divide the vehicles into separate evaporative/refueling families to keep the evaporative/refueling useful life at 120K for vehicles belonging to the 120K exhaust test group.</p> <p>This is consistent with the provisions of §86.1821-01(b)(1), which outline how vehicles with different evaporative family standards or family emission limits (FELs) are classified in different evaporative/refueling families. Vehicles with different useful life specifications are subject to different emission standards even if the numerical level of the standard is the same.</p>
1.2	Tier 3 Light-Duty Phase-In (Primary Program)	<p>§86.1811-17(b)(8) for large volume manufacturers;</p> <p>§86.1811-17(h) for small volume manufacturers;</p>	<p><b>§86.1811-17(b)(8):</b> See applicable regulations;</p> <p><b>§86.1811-17(h)</b> Small-volume manufacturers. Small-volume manufacturers may use the following Tier 3 phase-in provisions:</p> <p>(1) Instead of the fleet-average FTP standards for NMOG+NOX specified in this section, small-volume manufacturers may meet alternate fleet average standards of 0.125 g/mile through model year 2021, and 0.051 g/mile for model years 2022 through 2027. The following additional provisions apply for vehicles certified under this paragraph (h)(1): * * *</p> <p>(2) Small-volume manufacturers may delay complying with all the requirements of this section until model year 2022, and instead meet all the requirements that apply to Tier 2 vehicles under § 86.1811–10 for 2021 and earlier model years. * * *</p>	<p>For light-duty vehicles certified under the primary (declining fleet average NMOG + NOx) program, please confirm that starting with 2017 model year, only Tier 3 FTP bins should be selected for all Federally certified vehicles.</p>	<p>The Tier 3 light-duty primary (declining fleet average NMOG + NOx) phase-in requirements are discussed in the preamble of the final rule, 79 FR 23451-457 and 79 FR 23478-479. Tier 3 small volume manufacturer provisions are discussed at 79 FR 23534-536.</p> <p><b>Large volume manufacturers:</b> For the Tier 3 light-duty primary (declining fleet average NMOG + NOx) phase-in outlined in §86.1811-17(b)(8), all federally certified LDV (passenger cars) and LLDT must be certified to Tier 3 FTP bins in 2017 and later model years. Transitional FTP bins (85 and 110) may be used through the 2019 model year. All federally certified HLDTs and MDPVs must be certified to Tier 3 FTP bins in 2018 and later model years. For model year 2017, do not include HLDTs or MDPVs in the FTP and SFTP fleet averages. Note that for FTP fleet average calculations for LDV and LLDTs (which begin in 2017 model year), the provisions of §86.1811-17(b)(8)(i) require separate Tier 3 fleet average calculations for LDV/LDT1 and LDT2/HLDT/MDPV vehicles.</p> <p><b>Small Volume Manufacturers (SVMs):</b> SVMs who choose to certify light-duty vehicles to the alternate fleet average FTP standards under the provisions of §86.1811-17(h)(1) should certify 2017-2027 model year vehicles using the same approach for Tier 3 FTP bins as outlined above for large volume manufacturers. Note that SVMs choosing the §86.1811-17(h)(1) option must meet Tier 3 SFTP and PM requirements according to the same phase-in schedule as large volume manufacturers.</p> <p>SVMs who choose the Tier 3 phase-in provisions of §86.1811-17(h)(2) may certify 2017-2021 model year light-duty vehicles to Tier 2 FTP and SFTP exhaust emission requirements (and certify 2022 and later model year vehicles to Tier 3 exhaust emission requirements). SVMs choosing the §86.1811-17(h)(2) option are not allowed to switch to the §86.1811-17(h)(1) option for 2022-2027 model years.</p> <p>SVMs may also choose to certify using large volume manufacturer provisions.</p>



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1.3	California-only Certification	§86.1811-17 §86.1860-17(b)	<p><b>§86.1811-17 Exhaust emission standards for light-duty vehicles, light-duty trucks and medium-duty passenger vehicles.</b> * * *</p> <p>(b) Tier 3 exhaust emission standards. Exhaust emissions may not exceed the Tier 3 exhaust emission standards, as follows: * * *</p> <p>(7) The Tier 3 PM standards phase in over several years. The following provisions describe the primary approach for phasing in the Tier 3 PM standards: (i) You must meet the FTP and the US06 PM standards with 20, 20, 40, 70, and 100 percent of your projected nationwide sales of all vehicles subject to this section.* * *</p> <p><b>§86.1860–17 How to comply with the Tier 3 fleet-average standards.</b> * * *</p> <p>(b) Calculate your fleet-average value for each model year for all vehicle models subject to a separate fleet average standard using the following equation, rounded to the nearest 0.001 g/mile for NMOG+NOX emissions and the nearest 0.001 g/test for evaporative emissions: * * *</p> <p>Where: <i>i</i> = A counter associated with each separate <u>Tier 3</u> test group or evaporative family. <i>b</i> = The number of separate <u>Tier 3</u> test groups or evaporative families.... <i>N<sub>i</sub></i> = The actual nationwide sales for the model year for test group or evaporative family <i>i</i>. * * * * FEL<sub><i>i</i></sub> = The FEL selected for the test group or evaporative family <i>i</i>. * * * <i>N</i><sub>total</sub> = The actual nationwide sales for the model year for all your <u>Tier 3</u> vehicles from the averaging set,* * * [Emphasis added.] * * *</p>	<p>A. Is it possible to obtain California-only certification after 2017 model year?</p> <p>B. If so, can vehicles covered by a California-only certificate be included in the Tier 3 Fleet Average Standard and Phase-in provisions?</p>	<p>A. Yes, it is possible to obtain California-only certificates after 2017 model year.</p> <p>B. No, vehicles covered by a California-only certificate (including California/Section 177 State vehicles) are not included in Tier 3 fleet average or percent phase-in calculations. As discussed in the preamble of the Tier 3 final rule (79 FR 23481, April 28, 2014), Tier 3 fleet average and percent phase-in standards compliance is based on annual nationwide sales of vehicles "as they become subject to the Tier 3 provisions, either the declining fleet-average NMOG+NOx curves or the percent phase-in PM standards."</p> <p>This approach of basing compliance on nationwide sales of vehicles covered by an EPA certificate is specified in §86.1860-17(b), which calculates a manufacturer's Tier 3 fleet average based on Tier 3 test groups, evaporative families, and vehicles, and §86.1811-17(b)(7), which provides that compliance with Tier 3 PM percent phase-in requirements is based on nationwide sales of all "vehicles subject to this section," neither of which includes vehicles covered by a California-only certificate.</p>

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2. Durability Requirements					
2.1	Durability - PM DFs for Gasoline Vehicles	§86.1823-08; §86.1823-08(f);	See applicable regulations.	The Tier 3 rule and the provisions of §86.1823-08 do not seem to discuss requirements for determining a deterioration factor (DFs) for certification of gasoline vehicles to PM standards. But presumably a DF is required. So is there any guidance for how to determine PM DFs for gasoline vehicles which might not be certified based upon whole vehicle useful life mileage testing?	Durability requirements for exhaust emissions of light-duty and certain heavy-duty class 2b/3 vehicles are provided in §86.1823-08. Deterioration factor (DF) requirements are provided in §86.1823-08(f).  The Tier 3 rule and preamble do not specifically discuss the determination of PM deterioration factors for gasoline vehicles. This was not an oversight. The existing provisions of §86.1823-08 require a DF (or manufacturers may use aged components) to allow certification to the full useful life PM emission standards. • EPA may publish a certification guidance letter at a future date that addresses the criteria and procedures that should be followed when establishing a PM DF or using aged components for gasoline vehicles, but prior to such guidance, the manufacturer is expected under §86.1823-08(h) to provide a PM DF (or use appropriately aged components) based upon relevant PM data and using good engineering judgment. • If a manufacturer chooses to use a PM DF (instead of aged components), this goes beyond simply making a statement of compliance as the manufacturer must provide an actual numerical PM DF in the application for certification along with the rationale for deriving that number. • This situation applies mainly to gasoline vehicles which currently have approved bench aging approaches for determining non-PM DFs. Such vehicles are not required to run full mileage accumulation.
2.2	Durability - Assigned DFs	§86.1826-01; §86.1838-01(c)(1);  EPA Guidance Letter CD-12-07 (Revised), March 30, 2012  Preamble to Tier 3 final rule (79 FR 23535, April 28, 2014);	§86.1826-01; §86.1838-01(c)(1) - See applicable regulations  See EPA guidance letter CD-12-07;  Tier 3 preamble language (79 FR 23535) reads in part:  2. Assigned Deterioration Factors  * * *Given that SVMs will be allowed to use the revised implementation schedule described above, starting in MY 2017, it becomes necessary to consider assigned deterioration factors in stages. Because there may not be a sufficient base of accumulated durability data on Tier 3 vehicles by MY 2017, we expect that the current set of assigned factors based on Tier 2 vehicles may continue in place for some time, noting that the MY 2017– 2021 SVM fleet average of 125 mg/mi is not too much different from the average of today's Tier 2 vehicle emissions. By MY 2022, when the SVM NMOG+NOx fleet average standard drops to 51 mg/mile, we expect to have new assigned factors available. * * *	When does EPA intend to provide the Tier 3 assigned DF guidance letter? In the interim until EPA provides industry guidance, what assigned DFs should manufacturers use for vehicles certified to Tier 3 exhaust and evaporative emission standards?	Assigned deterioration factor (DF) requirements are discussed in preamble of the final rule (79 FR 23535).  For Tier 3 assigned DFs, manufacturers can use EPA guidance letter CD-12-07, March 30, 2012 as a basis to derive Tier 3 DFs until EPA obtains enough Tier 3 data to issue a new guidance letter with Tier 3 assigned DFs. Manufacturers can derive Tier 3 assigned DFs for exhaust and evaporative emissions from the Tier 2 assigned DFs provided in CD-12-07 (e.g., derive Tier 3 DFs from Tier 2 Bins 2-5 exhaust DFs and Federal LEV II evaporative DFs). Manufacturers should obtain prior EPA approval to use a manufacturer-determined Tier 3 assigned DF.  Notes and Recommendations: • To determine NMOG + NOx DFs, determine a separate Tier 3 NMOG DF and a separate Tier 3 NOx DF from the appropriate Tier 2 150K NMOG and NOx additive DFs provided in CD-12-07. Then apply the Tier 3 NMOG additive DF to the NMOG test results. Similarly apply the Tier 3 NOx additive DF to the NOx test results. Then calculate the 150K (NMOG + NOx) certification level by adding those two products. • NMOG test results may be determined for Tier 3 and LEV-III E10 test fuel by multiplying the NMHC test value (determined by the FID) by 1.10 for FTP tests and by 1.03 for highway, US06 and SC03 tests, ref. §1066.635. • If the useful life for the Tier 3 standard is 150K, extrapolate the Tier 2 DFs from 120K to 150K using the equation in CD-12-07 Table 1, footnote [2]. • For Tier 3 Bin 20 assigned DFs: First, derive Tier 3 assigned DFs for Tier 3 Bin 30 from Tier 2 Bin 2 DFs. Then use the Tier 3 Bin 30 assigned DFs (which you just determined) for the Tier 3 Bin 20 vehicles. • For Tier 3 evaporative emissions, DFs are required for Hot Soak plus Diurnal, Running Loss and ORVR tests (but not required for Bleed, Leak and Spitback tests).

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3. Early Certification and Early Credits					
3.1	Early Tier 3 Certification & Early Credits	§86.1811-17(b)(11)	<p><b>§86.1811-17(b)(11)</b> You may certify vehicles to the Tier 3 standards starting in model year 2015. To do this, you may either sell all your LEV III vehicle models nationwide, or you may certify a subset of your fleet to alternate fleet-average emission standards as follows:</p> <p><b>§86.1811-17(b)(11) (i) through (ix)</b> - See applicable regulations.</p>	Since most of our vehicles are ULEVs and most (if not all) of our SULEV/PZEV vehicles are sold in CA + 177 states, per §86.1811- 17(b)(11), please confirm that we can select certain bins for Early Tier 3 certification (2015-2016MY) even though they are above the standard.	<p>Early Tier 3 exhaust emission certification requirements for light-duty vehicles are discussed in regulations at §86.1811-17(b)(11) as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015) and in the preamble of the Tier 3 final rule (79 FR 23474-475, April 28, 2014).</p> <p>Under §86.1811-17(b)(11), manufacturers can either 1) sell LEV III vehicle models nationwide or 2) certify a subset of their vehicle fleets as Early Tier 3-compliant vehicles (in one or more test groups) to the alternate fleet average FTP and SFTP standards provided in §86.1811-17(b)(11). For this second approach, some Early Tier 3 vehicle test groups may be certified to a Tier 3 FTP or SFTP standard which is above the alternate Tier 3 fleet average standards provided in §86.1811-17(b)(11)(i), (ii) and (iii), provided the fleet average of all Early Tier 3 vehicles comply with the applicable alternate fleet average standards provided in §86.1811-17(b)(11)(i), (ii) and (iii).</p> <p>Note: The provisions of §86.1811-17(b)(11)(ix) allow Early Tier 3 vehicles to generate Tier 3 credits separately as outlined in the provisions of §86.1811-17(b)(11)(i) through (viii) or to combine Early Tier 3 vehicles with qualifying Tier 2 vehicles and generate early Tier 3 credits under the provisions of §86.1811-17(b)(10).</p> <p>Note: A Tier 3 early credit calculator spreadsheet for calculating credits under the provisions of §86.1811-17(b)(10) was provided to manufacturers on August 5, 2015 and is available on the EPA Tier 3 website at <a href="http://www3.epa.gov/otaq/tier3.htm">http://www3.epa.gov/otaq/tier3.htm</a>.</p>
3.2	Early Credits	§86.1811-17(b)(10) and §86.1811-17(b)(11)(viii) as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015)	<p><b>§86.1811-17(b)(10)</b> "You may not use credits generated from Tier 2 vehicles for demonstrating compliance with the Tier 3 standards except as specified in this paragraph (b)(10). You may generate early credits with U.S. sales of Tier 2 vehicles in the two model years before the Tier 3 standards start to apply for a given vehicle model. * * * Calculate early Tier 3 emission credits as described in §86.1861* * * You may use these early credits interchangeably for vehicles certified based on a useful life of either 120,000 or 150,000 miles. * * **"</p> <p><b>§86.1811-17(b)(11)</b> You may certify vehicles to the Tier 3 standards starting in model year 2015. To do this, you may either sell all your LEV III vehicle models nationwide, or you may certify a subset of your fleet to alternate fleet-average emission standards as follows:</p> <p>* * *</p> <p>(viii) The interim provisions described in paragraph (b)(8)(iii) of this section apply for vehicles certified under this paragraph (b)(11), except that credits generated under this paragraph (b)(11) may be used interchangeably for vehicles certified based on a useful life of either 120,000 or 150,000 miles.</p> <p>* * *</p>	Can early credits earned for pre-2017 vehicles be applied to either the future Tier 3 150K or 120K fleets even though the useful lives of these pre-2017 vehicles might be certified to either 120 or 150K?	<p>The provisions of §86.1811-17(b)(10) and (11), as amended in the Tier 3 DFR (80 FR 9078, February 19, 2015) clarify that early credits earned from combined Tier 2 and Early Tier 3 vehicle fleets can be applied "interchangeably" regardless of whether the vehicles were certified based on a useful life of 120K or 150K miles.</p> <p>Note: A Tier 3 early credit calculator spreadsheet for calculating credits under the provisions of §86.1811-17(b)(10) was provided to manufacturers on August 5, 2015 and is available on the EPA Tier 3 website at <a href="http://www3.epa.gov/otaq/tier3.htm">http://www3.epa.gov/otaq/tier3.htm</a>.</p>

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3.3	Early LDV Tier 3 Certification & Early Credits	§86.1811-17(b)(6) §86.1811-17(b)(11)	<p><b>§86.1811-17(b)(6)</b> The full Tier 3 program includes new emission standards for NMOG+NOX, PM, CO, and formaldehyde; it also includes measurement with a new test fuel and a longer useful life (for some vehicles). Vehicles meeting all these requirements are considered Final Tier 3 vehicles. Vehicles that do not meet all the Tier 3 requirements are considered Interim Tier 3 vehicles. Paragraphs (b)(7) through (13) of this section describe how to comply with standards during a phase-in period.</p> <p><b>§86.1811-17(b)(11)</b> You may certify vehicles to the Tier 3 standards starting in model year 2015. To do this, you may either sell all your LEV III vehicle models nationwide, or you may certify a subset of your fleet to alternate fleet-average emission standards as follows:</p> <p><b>§86.1811-17(b)(11) (i) through (ix)</b> - See applicable regulations;</p>	Can manufacturers sell light-duty vehicles certified to either "interim" or "final" Tier 3 requirements in model years 2015, 2016 and 2017 (where model year 2015 and 2016 sales would apply to LDV/LLDT vehicle classes and model year 2016 and 2017 sales would apply to HLDT and MDPV vehicle classes)?	<p>Early Tier 3 exhaust emission certification requirements for light-duty vehicles are discussed in regulations at §86.1811-17(b)(11) (as revised in the Tier 3 DFR 80 FR 9078, February 19, 2015) and in the preamble of the Tier 3 final rule, pages 79 FR 23474-475, April 28, 2014.</p> <p>Yes, under §86.1811-17(b)(11) which outline alternate fleet average FTP and SFTP standards and other requirements for certification of early Tier 3 vehicles, manufacturers may certify light-duty vehicles certified to "interim" or "final" Tier 3 requirements in model years 2015, 2016 and 2017 (as applicable for the class of vehicle), however they would be subject to the alternate Tier 3 fleet average and other requirements as provided in §86.1811-17(b)(11). Manufacturers may only sell vehicles which are certified to any Tier 3 bin (including vehicles meeting "interim" and "final" Tier 3 requirements) provided the manufacturer's full fleet of Early Tier 3 vehicles sold in model year 2015, 2016 and 2017 (as applicable for the class of vehicle) meets one of the two fleet conditions for the applicable model year(s); either you sell all of your LEV III vehicles nationwide, or if you do not sell all of your LEV III vehicles nationwide your Early Tier 3 partial vehicle fleet complies with the alternate FTP and SFTP fleet average standards and other requirements provided in §86.1811-17(b)(11).</p> <p>(1) Under the Early Tier 3 vehicle certification provision you would have to meet all of the Tier 3 exhaust emission certification requirements that would apply in MY2017 for "interim" and "final" Tier 3 LDV/LLDTs (MY2018 for "interim" and "final" Tier 3 HLDTs and MDPVs).</p> <p>(2) There is nothing that prevents you from voluntarily meeting all "final" Tier 3 requirements for bins that are allowed to meet "interim" Tier 3 requirements. However any such vehicle voluntarily certified early to all "final" Tier 3 requirements would have to be included under either the Early Tier 3 partial fleet average option or the option to sell all of your LEV III vehicles nationwide. You will not receive any extra credit or relief from Tier 3 fleet average requirements simply because you voluntarily certified vehicles to final Tier 3 requirements for an earlier model year than required.</p>

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3.4	Early Tier 3 Certification & Early Credits	§86.1811-17(b)(11)	<p>§86.1811-17(b)(11) You may certify vehicles to the Tier 3 standards starting in model year 2015. To do this, you may either sell all your LEV III vehicle models nationwide, or you may certify a subset of your fleet to alternate fleet-average emission standards as follows:</p> <p>§86.1811-17(b)(11) (i) through (ix) - See applicable regulations;</p>	What are the exhaust emission standards and compliance requirements that apply for light-duty vehicles certified as Early Tier 3?	<p>See Question 3.1 for the regulatory background (preamble and regulation) cites.</p> <p>See Question 3.3 for previous guidance regarding certification of Early Tier 3-compliant vehicles under the provisions of §86.1811-17(b)(11).</p> <p>If a manufacturer chooses to sell LEV III vehicles nationwide in model years 2015, 2016 or 2017 (as applicable for the class of vehicle) then Early Tier 3 vehicles must comply with the applicable California LEV III FTP and SFTP fleet average standards for the applicable model year(s). If not, then the manufacturer's Early Tier 3 partial vehicle fleet must comply with the alternate MY2015-2017 FTP and SFTP fleet average standards provided in §86.1811-17(b)(11) for the applicable model year(s) as outlined in Question 3.3. Additionally, all Tier 3 compliance requirements that would apply in MY 2017 (or MY2018 for HLDTs and MDPVs) would apply to all LDV/LLDTs certified as Early Tier 3 as follows:</p> <p>(1) Any Tier 3 bin that would be available including both interim and final bins, including transitional Bin 85 and Bin 110 (i.e., the NMOG+NOx equivalents to Tier 2 Bins 3 &amp; 4).</p> <p>(2) The useful life and test fuel requirements that would apply to the respective bins are applicable.</p> <p>(3) Tier 2 PM FTP, SFTP, and testing requirements would apply since these Early Tier 3 vehicles would generally not be phased in yet under the Tier 3 PM percentage phase-in which begins in MY2017.</p> <p>(4) Tier 3 high altitude requirements would apply.</p> <p>(5) Tier 3 cold temperature CO and NMHC requirements would apply. The standards and useful life requirements for these do not change from Tier 2 to Tier 3. Tier 2 E0 test fuel is allowed by the provisions of 86.1811-17(b)(11)(vi).</p>
4. Evaporative Requirements - Also see Question 14.2					
4.1	Evaporative Phase-In Requirements - Tier 2 vehicles	§86.1813-17(a)(5); §86.1813-17(a)(6); §86.1813-17(g);	<p>§86.1813–17 Evaporative and refueling emission standards.</p> <p>* * *</p> <p>(a)(5) The Tier 3 evaporative emission standards start to phase in with model year 2017 for vehicles at or below 6,000 pounds GVWR and with model year 2018 for vehicles above 6,000 pounds GVWR. Table 3 of this section specifies the minimum percentage of each manufacturer's sales in each model year that must be certified to the Tier 3 evaporative emission standards* * * Manufacturers may meet this requirement using the additional alternative phase-in provisions in paragraph (g) of this section. Vehicles from the identified model years not certified to the Tier 3 evaporative emission standards continue to be subject to the evaporative emission standards specified in § 86.1811–09(e) or § 86.1816–08(d), including the useful life provisions of § 86.1805–12. * * *See paragraph (g) of this section for additional provisions that apply for model year 2017 and the rest of the phase-in.</p> <p>* * *</p> <p>(6) For model year 2017, exclude vehicle sales from California and section 177 states from the calculation to demonstrate compliance with the phase-in schedule in paragraph (a)(5) or (g) of this section, and from the credit calculation in § 86.1860.</p> <p>§86.1813-17(g) - See applicable regulations.</p>	Can California phase 2 fuel test results be carried over for Tier 3 vehicles for evaporative certification purposes?	<p>Tier 3 evaporative phase-in requirements are discussed in the preamble of the Tier 3 final rule (79 FR 23497-500, including Table IV-22) and the provisions of §86.1813-17(a)(5), (a)(6) and (g).</p> <p>No, Tier 2 and LEV-II evaporative data cannot be carried over and used to demonstrate compliance with Tier 3 evaporative certification requirements because of the differences in test fuel properties (including the ethanol content of the test fuel).</p> <p>However, the provisions of §86.1813-17(a)(5) require vehicles not yet included in the Tier 3 evaporative phase-in percentage to be certified to Tier 2 evaporative requirements. Hence, carryover Tier 2 evaporative certification data may be used to demonstrate compliance with Tier 2 certification requirements in 2017-2021 model years (including Tier 2 vehicles which were tested on California Phase 2 test fuel).</p>

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4.2	Evaporative Compliance using California Option 1 & Option 2 data	§86.113-15(a)(2)(iii)(A); §86.113-15(a)(2)(iii)(B); §86.113-15(a)(2)(iii)(C); §86.1813-17(g)(3);	<p>§86.113-15(a)(2)(iii)(A) -Regulations are provided in question 14.2.</p> <p>§86.113-15(a)(2)(iii)(B) If you certify vehicles to LEV III standards with California Phase 3 gasoline (E10), you may use that collection of data to certify to the Tier 3 evaporative emission standards. Through model year 2019, we will use this same fuel to measure diurnal, hot soak, running loss, SHED rig, and canister bleed emissions (as appropriate) at low-altitude conditions; starting in model year 2020, we may use either California Phase 3 gasoline (E10) or the gasoline (E10) test fuel specified in this paragraph (a) for our testing with such vehicles. For refueling, spitback, high-altitude, and leak testing, you must use the gasoline (E10) test fuel specified in this paragraph (a), except that you may instead use the gasoline (E0) test fuel specified in § 86.113–04(a) for model year 2015 and 2016; we will use your selected fuel for our testing. Note that you may no longer certify vehicles to the Tier 3 standards based on California's rig-testing procedures after model year 2021, as described in §86.1813–17(g).</p> <p>§86.113-15(a)(2)(iii)(C) For evaporative emission testing with California test fuels, perform tests based on the test temperatures specified by the California Air Resources Board.</p> <p>§86.1813-17(g)(3) - Regulations are provided in question 5.2.</p>	Please confirm that through MY2021, manufacturers can certify vehicles to the LEV III option 1 or option 2 evaporative procedures per §86.1813-17(g)(3).	<p>Tier 3 evaporative emission requirements for vehicles meeting California LEV III Option 1 and Option 2 standards are discussed in the preamble of the Tier 3 final rule (79 FR 23494-499, April 28, 2014) and in the provisions of §86.113-15(a)(2)(iii)(A) and §86.1813-17(g)(3).</p> <p>This question can best be answered by studying Table IV-22 (page 79 FR 23497) and Table IV-23 (page 79 FR 23499) of the preamble of the Tier 3 final rule. Those tables outline several scenarios in which California LEV III Option 1 and Option 2 <u>hot soak + diurnal and running loss</u> evaporative data may be used to demonstrate compliance with interim and final Tier 3 evaporative requirements. For example, EPA will accept data used to demonstrate compliance with California Option 1 and Option 2 certification programs to demonstrate compliance with Tier 3 evaporative requirements, as follows:</p> <ul style="list-style-type: none"><li>• EPA will accept carryover SULEV/PZEV Option 1 evaporative (hot soak + diurnal) and running loss data through the 2019 model year (tested on Phase 2 E0 test fuel), provided the data was originally used for certification in 2015 and/or 2016 model years; ref. §86.113-15(a)(2)(iii)(A).</li><li>• EPA will accept LEV-III Option 1 evaporative (hot soak + diurnal) and running loss data (tested on LEV III E10 test fuel) for 2015-2021 model years; ref. §86.1813-17(g)(3).</li><li>• EPA will accept LEV-III Option 2 evaporative (hot soak + diurnal) and running loss data (tested on LEV-III E10 test fuel) for 2015 and later model years (including 2022 and later model years); ref. §86.113-15(a)(2)(iii)(B), §86.113-15(a)(2)(iii)(C) and §86.1813-17.</li></ul> <p>Also see Question 5.2.</p>
4.3	Evaporative emission phase-in options	§86.1813–17(a)(5), §86.1813–17(g)(2)(i) §86.1813–17(g)(2)(ii)	See applicable regulations.	For LDVs and LLDTs, we would like to confirm the three phase-in options for 2017 model year compliance to the Tier 3 <u>evaporative</u> emission standards listed as follows: 1. Meet the phase in requirements as stated in §86.1813–17(a)(5) which is forty percent for MY2017. 2. Offer for sale PZEV certified vehicles in all fifty states in MY2017, as stated in §86.1813–17(g)(2)(i), with the restriction that identical models currently sold as ULEV/non-PZEV would not be able to be offered. As further explanation we currently offer identical vehicles models as SULEV/PZEV in CA +177 states and a ULEV model available in other states. If we read this correctly, the current identical ULEV vehicle models would not be able to be offered in fifty states if this option was chosen for MY2017. 3. Meet the phase in requirements as stated in §86.1813–17(g)(2)(ii), which is a phase in 20% of vehicles to the Tier 3 evaporative standard and 20% to the leak standard.	<p>Your understanding of the evaporative phase-in provisions of §86.1813–17(a)(5), §86.1813–17(g)(2)(i) and §86.1813–17(g)(2)(ii) for the 2017 model year is correct.</p> <p>For more information, Tier 3 LDV evaporative phase-in requirements are discussed in the preamble of the final rule (79 FR 23497-500, including Table IV-22).</p>

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4.4	Test fuel - for use on running loss fuel tank temperature profile (FTTP)	§86.113-15(a)(2)(iii)(A), (B), and (C); §86.129-94(d); §86.134-96; §86.1851-01	<p><b>§86.113–15 Fuel specifications.</b> * * *</p> <p>(a)(2) You may use California test fuels to demonstrate compliance with Tier 3 emission standards as follows: * * *</p> <p>(iii) For vehicles certified for 50-state sale, you may instead use California test fuel for evaporative emission testing as follows: * * *</p> <p>(C) For evaporative emission testing with California test fuels, perform tests based on the test temperatures specified by the California Air Resources Board.</p> <p><b>§86.129-94(d) Fuel Temperature Profile</b> - See applicable regulations.</p> <p><b>§86.134-96 Running Loss Test</b> - See applicable regulations.</p> <p><b>§86.1851-01 Application of good engineering judgment to manufacturers' decisions</b> – See applicable regulations.</p>	For carryover vehicles, can manufacturers use good engineering judgment to determine running loss fuel tank temperature profiles (FTTPs) for carryover Tier 3 vehicles? For example, can a manufacturer use good engineering judgment to determine that FTTP data procured on Tier 2 vehicles utilizing E0 test fuel can be carried over to Tier 3 vehicles utilizing E10 certification fuel?	<p>Yes, for Federal Tier 3 evaporative requirements, manufacturers may use good engineering judgment (as provided in the provisions of §86.1851-01) to determine FTTPs for Tier 3 vehicles (without obtaining prior EPA approval).</p> <p>For FTTP running loss requirements for vehicles meeting California LEV-III evaporative requirements, manufacturers should contact a CARB staff member.</p>
4.5	High Altitude - Evaporative Requirements	§86.1810-17(f); §86-1813-17(a)(2)(iii);	<p><b>§86.1810–17 General requirements.</b> The following provisions apply to all vehicles certified under this subpart: * * *</p> <p>(f) Emission standards apply at low altitude conditions and at high altitude conditions, except as noted in this subpart.</p> <p><b>§86-1813-17(a)(2)(iii)</b> reads in part: Hydrocarbon emissions must not exceed 0.020 g for LDV and LDT and 0.030 g for HDV when tested using the Bleed Emission Test Procedure adopted by the California Air Resources Board as part of the LEV III program. This procedure quantifies diurnal emissions without measuring hot soak emissions. <u>The standards in this paragraph (a)(2)(iii) do not apply for testing at high-altitude conditions.</u> [Emphasis added]</p> <p>Note: The provisions of 86.1813-17(a)(2)(ii)(B) make it clear that diurnal plus hot soak standards apply to light-duty and heavy-duty vehicles at high altitude. The provisions of §86.1813-17(a)(3) (running losses for LDV/T, MDPV, HDV), §86.1813-17(a)(4) (leak standards for LDV/T, MDPV, complete HDV, ref 79 FR 23518), §86.1813-17(b) (refueling for LDV/T, MDPV, complete HDV), and §86.1813-17(c) (spitback refueling for LDV/T, MDPV, HDV) standards do not contain exemptions from compliance under high altitude conditions. Thus, based on the provisions of §86.1810–17(f), these standards apply to light-duty and applicable heavy-duty vehicles at high altitude conditions.</p>	For carryover of LEV II PZEV evaporative emission data, do Tier 3 requirements require compliance at high altitude for all tests including diurnal+hot soak, running loss, ORVR and spit-back?	<p>High altitude evaporative requirements (including evaporative requirements for carryover PZEV vehicles) are discussed in the preamble of the final rule (79 FR 23495-496) and in the provisions of §86.1810-17(f), §86.1813-17 and §86.1813-17(a)(2)(ii)(B).</p> <p>Based on the provisions of §86.1810-17(f), §86-1813-17 and §86-1813-17(a)(2)(iii), the following evaporative emission standards apply at high altitude to all vehicles counted in the Tier 3 evaporative program:</p> <ul style="list-style-type: none"><li>• Special high altitude diurnal plus hot soak standards apply to all Tier 3 certified vehicles including the special case LEVII PZEVs and LEV III certified vehicles.</li><li>• The canister bleed test standard does not apply at high altitude.</li><li>• The new leak test applies regardless of altitude although the provisions of §86.1829-15(e)(4) allow manufacturers to provide a statement in the application that vehicles comply with the leak standard in lieu of providing high or low altitude test data.</li><li>• The running loss, refueling, and spitback standards all apply regardless of altitude to all Tier 3 certified vehicles including the special case LEV II PZEVs and LEV III certified vehicles.</li></ul>

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5. Fleet Average Requirements					
5.1	Exhaust Fleet Average Standards - LDV interim full useful life	§86.1811-17(b)(8)(iii)(A) as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015)	<p><b>§86.1811-17(b)(8)(iii) Interim provisions.</b></p> <p>(A) For vehicles certified to bins higher than Bin 70 under this section through model year 2019, the Tier 2 useful life period applies as specified in § 86.1805–12 for all criteria pollutants other than PM. However, LDV and LDT1 test groups certified to bin standards above Bin 70 through model year 2019 may be included in the same averaging set with vehicles meeting standards over a 150,000 mile useful life, notwithstanding the provisions of §86.1861–17(b)(1)(iii). Any such vehicles you include in the averaging set for 150,000 mile useful life are also subject to the fleet-average NMOG+NO<sub>x</sub> standard specified for 150,000 mile useful life; similarly, any such vehicles you include in the averaging set for 120,000 mile useful life are also subject to the fleet-average NMOG+NO<sub>x</sub> standard specified for 120,000 mile useful life.</p>	For the primary (declining fleet average) option outlined in the provisions of 86.1811-17(b)(8), can vehicles certified to a 120K useful life under the flexibilities provided during the interim Tier 3 provisions (which allow certification of vehicles in bins above bin70 to be certified to the 120k useful life) be included in the same fleet average as non-interim Tier 3 vehicles (e.g., vehicles in bin70 and below) certified to a 150K useful life?	<p>Yes. As clarified in the Tier 3 DFR (80 FR 9078, February 19, 2015), revised §86.1811-17(b)(8)(iii)(A) allows the manufacturer through MY2019 to choose either to include vehicles certified above bin 70 and subject to 120K useful life in the same fleet averaging set as 150K certified vehicles or to include them in the separate 120K fleet averaging set (where the 120K vehicle fleet would at minimum be required to contain all LDV and LDT1 certified to 120K useful life under the optional 120K declining fleet average standard). This option does not apply to LDT2 and HLDT test groups because Tier 3 regulations do not contain an option to certify such vehicles to the 120K NMOG+NO<sub>x</sub> fleet average standard.</p> <p>Background on Tier 3 useful life and fleet averaging requirements is discussed in the preamble of the final rule (79 FR 23475-76 and 79 FR 23480-81).</p>
5.2	Evaporative Fleet Average Standards - SULEV/PZEV carryover vehicles	§86.113-15(a)(2)(iii)(A); §86.1813-17(g)(3); §86.1861-17(b)(1)(iv) as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015).	<p><b>§86.113-15(a)(2)(iii)(A) – See Q 6.4 below.</b></p> <p><b>§86.1813-17(g) Alternative phase-in options for Tier 3 evaporative emission standards.</b> You may use any of the following alternative methods to transition to the Tier 3 evaporative emission standards: * * *</p> <p>(3) If you certify model year 2021 or earlier vehicles to the LEV III evaporative emission standards in California, you may certify those as Tier 3 vehicles that count toward meeting the phase-in requirements of this section. Such vehicles must still be certified to the high-altitude standards in paragraph (a)(2) of this section and the leak standard specified in paragraph (a)(4) of this section. You may not certify vehicles under this paragraph (g)(3) after model year 2021. Vehicles meeting the LEV III standards may also generate allowances under paragraph (g)(1) of this section; however, these vehicles may generate or use emission credits under this subpart only if they are not used to generate allowances and if they are certified using the Option 2 procedures under the LEV III program (including the bleed emission test). Vehicles may be certified under this paragraph (g)(3) based on the rig test ("Option 1") if they are certified to LEV III standards based on the rig test before model year 2017; this certification option applies through model year 2021. Include these Option 1 vehicles in the calculation of fleet average emissions by using the appropriate Tier 3 emission standard as the FEL. Note that the rig test is considered a diurnal test with respect to the provisions to account for ethanol emissions as described in paragraph (a)(1)(iv) of this section.</p> <p><b>§86.1861–17 How do the NMOG+NOX and evaporative emission credit programs work?</b> * * *</p> <p>(b)(1)(iv) The following separate averaging sets apply for evaporative emission standards: (A) LDV and LDT1 together represent a single averaging set. (B) LDT2 represents a single averaging set. (C) HLDT represents a single averaging set. (D) HDV represents a single averaging set.</p>	For LDV and LDT1 vehicles, when the LEVII PZEV carryover option is used in the Tier 3 program, are such vehicles counted in the evaporative fleet average with a 300 mg/test value? We ask this question because in the California LEV II program, such vehicles would have been certified to a 350 mg/test CARB Option 1 evaporative standard (for hot soak plus diurnal emissions).	<p>Evaporative fleet averaging requirements for California PZEV carryover vehicles meeting CARB LEV-II and LEV-III Option 1 evaporative standards are discussed in the preamble of the Tier 3 final rule (79 FR 23477 and 79 FR 23493-495, April 28, 2014) and in the regulations in the provisions of §86.1813-17(g)(3). Some excerpts from the preamble discussion on page 79 FR 23495 include:</p> <ul style="list-style-type: none"><li>• "EPA will allow compliance with the CARB Option 1 standards as an acceptable interim alternative to compliance with the Tier 3 evaporative emission standards if the model is certified by CARB to LEV III requirements before the 2017 MY."</li><li>• "..... vehicles certified under this provision will count toward the phase-in percentage requirements and could earn allowances as discussed below, but the vehicles will not be eligible to earn or use credits for the evaporative emissions averaging program."</li></ul> <p>Yes – under §86.1813-17(g)(3) and consistent with the above discussion, carryover LEV II PZEV LDV and LDT1 vehicles meeting CARB Option 1 evaporative standards are required to be included in the Tier 3 evaporative fleet average at the standard for the category, 300 mg/test.</p> <p>In addition, since these LEV II PZEVs were originally certified in California at a hot soak plus diurnal standard of 350 mg/test, this 350 mg/test level would continue as the certification FEL and the in-use enforcement level for these vehicles (even though they are included in the fleet averaging calculation at 300 mg/test).</p> <p>Tier 3 evaporative fleet average calculations should be performed similarly for PZEV carryover vehicles which are included in the LDT2, HLDT and HDV averaging sets.</p> <p>Note that the provisions of §86.1860-17(c)(4) regarding calculation of Tier 3 <u>evaporative</u> fleet average emission values reads as follows: "For model year 2017, do not include vehicle sales in California or the section 177 states for calculating the fleet average value for evaporative emissions."</p>



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6. Fuel Requirements - Also see Question 4.1					
6.1	Tier 3 Exhaust Test Fuel	§86.113-15; §86.113-04(a); preamble to the Tier 3 final rule (79 FR 23476 and 79 FR 23530)	§86.113-15 Fuel specifications. * * * (a) Gasoline fuel. This paragraph (a) describes how to transition to an ethanol-blend test fuel for vehicles certified under subpart S of this part. You may use the test fuels specified in §86.113-04(a) for vehicles that are not yet subject to testing with the new fuel.  [§86.113-04(a) allowed use of California Phase 2 gasoline for certain MY2014 and earlier vehicles but does not authorize California Phase II gasoline to be used for Tier 3 certification purposes.]  Tier 3 preamble language - page 79 FR 23476:  "d. Test Fuels for Exhaust Criteria Emissions Standards * * * Vehicles certified to the provisions of Early Tier 3 (Section IV.A.7.b above) will be treated the same as Tier 3 vehicles certified in MY2017. For example, for MY2015 and 2016, EPA will consider Early Tier 3 vehicles to be part of the Tier 3 program for purposes of fuel-related testing obligations. <u>We will not accept test results using LEV II fuels for Tier 3 vehicle certification, including Early Tier 3 certifications, with the exception of the PZEV exhaust carry-over provision described below.</u> " [Emphasis added.]	For 2017 model year certification, can manufacturers carry over the 2016 FTP/HWY/US06/SC03 data (including Litmus test) for vehicles certified to Tier 2 Bin 5/LEVII ULEV which were tested with California Phase 2 gasoline test fuel for exhaust emission certification purposes?	Tier 3 exhaust emission test fuel requirements for light-duty vehicles are discussed in regulations at 40 CFR 86.113-15 and in the preamble of the Tier 3 final rule (79 FR 23476-477 and 23530, including Table IV-27, April 28, 2014).  For certification of Tier 3 vehicles prior to MY2020 for bins higher than Bin 70, 40 CFR 86.113-15 allows manufacturers to use Tier 2 E0, LEVIII E10 or Tier 3 E10 test fuel, but not CARB Phase 2 gasoline test fuel. This prohibition on the use of CARB Phase 2 test fuel includes cases when the Phase 2 test data is carried over from previous Tier 2/LEVII test groups, with the sole exception of 2015-2019 SULEV (PZEV) carryover tests. See Table IV-27 in the preamble to the Tier 3 final rule (79 FR 23530, April 28, 2014). In the footnotes to that table, Phase 2 test fuel is only allowed for SULEV 150K exhaust testing (which may be used for Tier 3 compliance from MY2015 to 2019 only).
6.2	Tier 3 Cold FTP test fuel - for low & high altitude testing	§86.113-15(a)(2)(ii); §1065.710	§86.113-15 Fuel specifications. (a) Gasoline fuel. This paragraph (a) describes how to transition to an ethanol-blend test fuel for vehicles certified under subpart S of this part. * * * (a)(2)(ii) For vehicles that were certified to SULEV exhaust emission standards with a 150,000 mile useful life under California's LEV II program and that are eligible to use that carryover data for continued certification, you may use that carryover data to demonstrate compliance with the exhaust emission standards that apply for Bin 30 vehicles under § 86.1811-17 for model years 2015 through 2019. * * * For vehicles certified under this paragraph (a)(2)(ii), use the E10 test fuel specified in 40 CFR 1065.710 for cold temperature testing and high-altitude testing. [Emphasis added.]  §1065.710 - Tier 3 (E10) test fuel specifications (including specifications for low temperature and high altitude E10 test fuel) - See applicable regulations	Per §86.113-15(a)(2)(ii), are manufacturers required to use Tier 3 Federal E10 fuel for cold temperature and high altitude testing of carryover SULEV/PZEV vehicles for Tier 3 certification.	Yes, based on 86.113-15(a)(2)(ii), manufacturers are required to use Tier 3 Federal E10 fuel for cold temperature and high altitude testing of carryover SULEV/PZEV vehicles for MY2015-2019 Tier 3 certification.  Note that the provisions of §86.1829-15(c) allow manufacturers to provide a statement in their application that based on an engineering evaluation of appropriate test data, all vehicles comply with applicable emission standards at high altitude.  Background on Tier 3 exhaust emission test fuel requirements (including cold FTP and high altitude test fuel requirements) for light-duty vehicles is discussed in the preamble of the final rule (79 FR 23495-496 and 79 FR 23530, April 28, 2014).

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6.3  (revised 2/25/2016)	Test fuel - certification, fuel economy and litmus test requirements	§86.113-04; §86.113-15; §86.201; §86.213; §600.117 as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015).	See applicable regulations;	<p>If you could please confirm (or modify as necessary) the use of E0 or E10 test fuels for emssions compliance and fuel economy:</p> <p>1. For EDV use either Tier 3 or LEV 3 E10 test fuel for FTP, HWFET and SFTP (cold CO/NMHC tests use the cold E10 fuel) and use LEV 3 fuel for 2-day, 3-day evap and RL testing. For ORVR use Tier 3 E10 fuel.</p> <p>2. For FEDV testing use E10 fuel for the FTP, HWFET, SFTP and the litmus test (cold CO/NMHC tests use the cold E0 fuel).</p>	<p>Test fuel requirements for light-duty vehicle and HDV exhaust emission tests are summarized on page 79 FR 23530 in Table IV-27 and Table IV-28 in the preamble of the Tier 3 final rule. Test fuel requirements for evaporative and refueling tests are summarized on pages 79 FR 23497-23500 and in Tables IV-22 and IV-23 in the preamble of the Tier 3 final rule.</p> <p>Test fuel requirements for FE Labels (including "litmus" test requirements), CAFE, GHG testing are discussed on pages 79 FR 23531-533 and in Table IV-29 on page 79 FR 23532 in the preamble of the Tier 3 final rule. Test fuel requirements for fuel economy are also outlined in the provisions of §600.117 and discussed in the preamble of the Tier 3 DFR technical amendments, page 80 FR 9082, Feb 19, 2015.</p> <p>Regarding the "litmus" test, please note that as outlined in the provisions of §600.117(d), "All five tests must use test fuel with the same nominal ethanol concentration."</p> <p>If a manufacturer has specific Tier 3 test fuel questions not covered by the above provisions, they should contact their EPA certification team member.</p>
6.4	ORVR test fuel	§86.113-15(a)(2)(iii)(A); §86.113-15(a)(3);	<p><b>§86.113-15(a)(2)</b> You may use California test fuels to demonstrate compliance with Tier 3 emission standards as follows: * * *</p> <p>(iii) For vehicles certified for 50-state sale, you may instead use California test fuel for evaporative emission testing as follows:</p> <p>(A) If you originally certified vehicles in California in model year 2015 or 2016 to PZEV standards with California Phase 2 gasoline, you may use that data with carryover vehicles to certify to the Tier 3 evaporative emission standards through model year 2019. * * * For refueling, spitback, and high-altitude testing, you may use test fuel meeting either the gasoline (E0) test fuel specified in § 86.113–04(a) or the gasoline (E10) test fuel specified in this paragraph (a); * * *</p> <p><b>§86.113-15(a)(3)</b> Except as specified in paragraph (a)(2)(iii) of this section and in this paragraph (a)(3), use E10 test fuel to demonstrate compliance with the refueling and spitback emission standards for any vehicles that must be certified to meet the diurnal plus hot soak standards with E10 test fuel under paragraphs (a)(1) and (2) of this section. You may delay using E10 test fuel until model year 2022 for incomplete heavy-duty vehicles not certified to refueling emission standards.</p>	<p>(A) The current Tier 3 regulations require manufacturers to use Tier 3 E10 test fuel for ORVRs refueling tests. LEV III E10 fuel is not allowed for the ORVR test although for the remaining evaporative tests (diurnal + H/S and bleed) require the LEV III E10. Does EPA have any leeway in allowing the use of the CARB LEV III E10 or Tier2 (E0) test fuel for the ORVR refueling test? If we provide engineering judgment regarding the equivalency, would it be possible?</p> <p>(B) Can the MY 2016 ORVR tests conducted on E0 Indolene test fuel that were used from a non PZEV test group/evaporative family be used to meet MY 2017 Tier3 EVAP?</p>	<p>(A) Tier 3 test fuel requirements for evaporative and ORVR testing are discussed in the preamble to the Tier 3 final rule (79 FR 23499, April 28, 2014). As shown in the last column of Tables IV-22 and IV-23 of the preamble, for ORVR, Tier 2 (E0 Indolene) test fuel can only be used for PZEV evaporative carryover vehicles. All other Tier 3 vehicles must use EPA Tier 3 test fuel for ORVR testing; ref. §86.113-15(a)(3). [LEV-III test fuel can't be used for ORVR testing because of the differences in RVP of LEV-III E10 (7 RVP) and Tier 3 E10 (9 RVP) test fuels.]</p> <p>(B) For Tier 3 evaporative compliance, manufacturers are required to use EPA Tier 3 (E10) test fuel for ORVR testing, except for PZEV carryover data from a vehicle originally certified in California in model year 2015 or 2016 , ref. 86.113-15(a)(2)(iii)(A). Except for such a carryover PZEV test group/evaporative family, manufacturers can't carryover the Tier 2 ORVR data (tested on Indolene E0 test fuel).</p> <p>Note that for Tier 3 ORVR testing on flexible fueled vehicles (FFVs), manufacturers are generally required to use E10 test fuel with 10 RVP, ref. 86.1810-17 (h)(2).</p>

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6.5	Tier 3 Certification Test Fuel - After MY2019	§86.113-15(a)(2)(i) for exhaust testing;  §86.113-15(a)(iii)(B), (C) for evaporative testing;	§86.113-15(a)(2) You may use California test fuels to demonstrate compliance with Tier 3 emission standards as follows:  (i) For vehicles certified for 50-state sale, you may instead use California Phase 3 gasoline (E10) as adopted in California's LEV III program for exhaust emission testing. Through model year 2019, we will also use this E10 fuel for any low-altitude exhaust emission testing with such vehicles. Starting in model year 2020, we may use test fuel meeting either California Phase 3 gasoline (E10) or the gasoline (E10) test fuel specified in this paragraph (a). * * *  (iii) For vehicles certified for 50-state sale, you may instead use California test fuel for evaporative emission testing as follows: * * *  (B) If you certify vehicles to LEV III standards with California Phase 3 gasoline (E10), you may use that collection of data to certify to the Tier 3 evaporative emission standards. Through model year 2019, we will use this same fuel to measure diurnal, hot soak, running loss, SHED rig, and canister bleed emissions (as appropriate) at low-altitude conditions; starting in model year 2020, we may use either California Phase 3 gasoline (E10) or the gasoline (E10) test fuel specified in this paragraph (a) for our testing with such vehicles. For refueling, spitback, high-altitude, and leak testing, you must use the gasoline (E10) test fuel specified in this paragraph (a), except that you may instead use the gasoline (E0) test fuel specified in § 86.113-04(a) for model year 2015 and 2016; we will use your selected fuel for our testing. Note that you may no longer certify vehicles to the Tier 3 standards based on California's rig-testing procedures after model year 2021, as described in § 86.1813-17(g). <u>(C) For evaporative emission testing with California test fuels, perform tests based on the test temperatures specified by the California Air Resources Board.</u> [Emphasis added.]	Will California LEV3 E10 data be accepted for certification for model years 2020 and beyond?	Tier 3 exhaust emission test fuel requirements for light-duty vehicles are discussed in regulations at 40 CFR 86.113-15 and in the preamble of the Tier 3 final rule (79 FR 23476-477 and 23530, including Table IV-27, April 28, 2014).  Tier 3 evaporative test fuel requirements for light-duty vehicles are discussed in the regulations at 40 CFR 86.113-15 and in the preamble of the final rule (79 FR 23497-500, including Table IV-22).  Yes, as outlined in the provisions of §86.113-15, manufacturers may use California LEVIII E10 test fuel for model years 2020 and beyond to demonstrate compliance with EPA Tier 3 exhaust and evaporative certification standards (except for cold temperature FTP, ORVR, spitback, high altitude and leak tests). Beginning with MY2020, EPA will continue to accept California LEV III E10 data for certification but will then reserve the right to do EPA confirmatory certification testing and/or EPA in-use testing using either or both of the fuels. This "either or both" only applies to cases where the manufacturer uses the California LEV III E10 fuel for certification. If the manufacturer uses EPA Tier 3 E10 test fuel for certification, EPA would only test on Tier 3 E10 test fuel.
7. Fuel Economy					
7.1	Fuel Economy Labels - Smog Rating	§600.311-12(g), Table 2 and Table 3.	See Tables 2 and 3 in the provisions of §600.311-12(g).	Table 2: Should Table 2 §600.311-12 - CRITERIA FOR ESTABLISHING SMOG RATING FOR MODEL YEARS 2018-2024 also be used for MY 2017 Tier 3 vehicles?  Table 3: Table 3, which covers MY 2017, includes only Tier 2 standards.	EPA agrees that there is an error in Smog Rating Tables 2 and 3 provided in the provisions of §600.311-12. For example, Table 2 omitted the smog ratings for vehicles meeting Bin 85 and Bin 110 standards. Additionally, Table 3 omitted the smog ratings for vehicles complying with Tier 3 bin standards. These errors will be corrected in a future EPA rule.  Table 2: The omission of smog ratings for Bins 85 and 110 in the provisions of §600.311-12(g), Table 2 will be corrected in a future EPA rule, assigning smog ratings of "5" and "3" to 2018-2019 model year vehicles meeting Bin 85 and 110 standards, respectively.  Table 3: The omission of smog ratings for Tier 3 bin standards in the provisions of §600.311-12(g), Table 3 will be corrected in a future EPA rulemaking, consistent with the Tier 3 smog ratings provided in EPA guidance letters CD-14-20, December 1, 2014; and CD-15-27, November 16, 2015; available at <a href="http://www3.epa.gov/otaq/cert/dearmfr/dearmfr.htm">http://www3.epa.gov/otaq/cert/dearmfr/dearmfr.htm</a> .

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7.2	Fuel Economy - Litmus test calculations on E10 test fuel	§600.115-11; §600.117, as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015)	<p>§600.115-11 - See applicable regulations.</p> <p>§600.117 Interim provisions. * * *</p> <p>(d) Manufacturers may perform testing with the appropriate gasoline test fuels specified in 40 CFR 86.113–04(a)(1), 40 CFR 86.213(a)(2), and in 40 CFR 1065.710(b) to evaluate whether their vehicles meet the criteria for derived 5-cycle testing under 40 CFR 600.115. All five tests must use test fuel with the same nominal ethanol concentration.</p>	For gasoline-fueled vehicles, if manufacturers use Tier 3 fuel (E10) for litmus test, is it correct that manufacturers should calculate mpg per the equation in 600.113-12 (h)(1) using an R-Factor of 0.6, but then using the actual E10 test fuel's characteristics for carbon weight factor (CWF), net heating value (NHV), and specific gravity (SG)?	<p>Fuel economy requirements (including "litmus" test, fuel economy labeling, CAFE and GHG testing requirements) are discussed in the preamble of the Tier 3 final rule (79 FR 23531-533, including Table IV-29). Interim test fuel requirements for the fuel economy litmus test are also outlined in 600.117(d) and discussed in the preamble of the Tier 3 DFR (80 FR 9082, Feb 19, 2015).</p> <p>Yes, this is correct. The preamble to the Tier 3 final rule (79 FR 23532) states that "EPA will provide guidance on determining the values for the other fuel quality parameters needed for the fuel economy calculations when Tier 3/LEV III fuel is used." In the interim until EPA guidance is provided, manufacturers should use good engineering judgment to determine the appropriate CWF, NHV and SG for individual batches of E10 test fuel. Manufacturers should consider guidance provided in the EPA guidance letter CD-95-09, June 1, 1995. This letter addressed how to determine mpg for testing done using California phase-2 test fuel instead of the Federal E0 test fuel. The guidance issues are not identical to the E10 case but CD-95-09 should provide insight regarding what engineering judgments would be needed to determine CWF, NHV and SG fuel properties for E10 mpg testing.</p>
7.3  (revised 2/25/2016)	Fuel Economy - Litmus test evaluation on E0 and E10 test fuel	§600.115-11 §600.117; as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015)	<p>§600.115-11 - See applicable regulations.</p> <p>§600.117 Interim provisions. * * *</p> <p>(d) Manufacturers may perform testing with the appropriate gasoline test fuels specified in 40 CFR 86.113– 04(a)(1), 40 CFR 86.213(a)(2), and in 40 CFR 1065.710(b) to evaluate whether their vehicles meet the criteria for derived 5-cycle testing under 40 CFR 600.115. All five tests must use test fuel with the same nominal ethanol concentration.</p>	When 5 cycle testing is conducted with both Tier 2 and Tier 3 fuels (e.g., EDV test with Tier 3 fuel and litmus test with Tier 2 fuel), is it up to the manufacturer to decide which test result to use for litmus assessment?	<p>Fuel economy labeling requirements (including "litmus" test requirements) are discussed in the preamble of the Tier 3 final rule (79 FR 23531-533, including Table IV-29). Interim test fuel requirements for the fuel economy litmus test are in §600.117(d) and discussed in the preamble of the Tier 3 DFR (80 FR 9082, Feb 19, 2015).</p> <p>The interim provisions of §600.117(d) allow the manufacturer to perform the litmus test using either E0 or E10 test fuel through the 2019 model year. There is no discussion regarding which result to use should the manufacturer have both sets of litmus test results (e.g. results on E0 and E10 test fuel). However, since E0 test data are required to be used for FE labeling, CAFE and GHG purposes in the interim 2017 to 2019 model years, EPA believes that litmus test results on E0 test fuel should take precedence over litmus tests performed on E10 test fuel. Thus, if a manufacturer has both sets of litmus test data, EPA would consider the litmus test performed on E0 test fuel to be the official litmus test.</p> <p>In the interim model years through the 2019 model year, manufacturers should document the official litmus test results in the application for certification for each test group (instead of relying on the litmus test calculations performed in the EPA Verify database). For example, manufacturers should disregard any Verify-calculated litmus test results in the Verify Certification Summary Information (CSI) Report and enter "Y" (Yes) in the "Litmus Bypass Indicator" field (GL-200) in the Verify FE Label Module.</p>
7.4	Fuel Economy - Manufacturer Confirmatory Testing and Retest Criteria on E10 test fuel	§600.008(b); §86.1835-01(b)(3); §600.117(a) to (d) as revised in the Tier 3 DFR (80 FR 9078, Feb 19, 2015),	<p>§600.117 Interim provisions.</p> <p>The following provisions apply instead of other provisions specified in this part through model year 2019:</p> <p>(a) Except as specified in paragraph (e) of this section, manufacturers must demonstrate compliance with greenhouse gas emission standards and determine fuel economy values using E0 gasoline test fuel as specified in 40 CFR 86.113-04(a)(1), regardless of any testing with Tier 3 test fuel under paragraph (b) of this section. * * *</p> <p>(e) For IUVP testing under § 86.1845, manufacturers may demonstrate compliance with greenhouse gas emission standards using a test fuel meeting specifications for demonstrating compliance with emission standards for criteria pollutants.</p>	Are manufacturer confirmatory certification and fuel economy tests on E10 test fuel subject to manufacturer confirmatory testing for fuel economy purposes and to the 3% fuel economy retest criteria?	<p>Tier 3 test fuel requirements are discussed in the preamble to the Tier 3 final rule (79 FR 23531-533). As provided in §600.117(a), certification tests conducted on E10 test fuel are not used for fuel economy labeling, CAFE or GHG purposes through MY2019, and therefore are not subject to manufacturer confirmatory test requirements provided in §86.1835-01(b)(1)(iii), (iv), (v) and (vi) (or EPA fuel economy testing provided in §600.008) based on the fuel economy criteria or potential gas guzzler tax criteria, ref. EPA guidance letter CD-15-22, September 14, 2015. Additionally, E10 tests are not subject to EPA or manufacturer 3% fuel economy retest criteria provided in §86.1835-01(a)(4) and (b)(3). They are still subject to manufacturer confirmatory testing (and EPA testing) based on the emissions criteria.</p> <p>As outlined in the preamble to the Tier 3 final rule (79 FR 23531), the implications of Tier 3 E10 test fuel changes on CAFE, GHG and fuel economy labels will be addressed in a future rulemaking action. Thus, the answer to this question is expected to change as a result of that future rulemaking action.</p>

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8. Heavy-Duty Vehicle Requirements - See Question 10.1					
9. High Altitude Requirements - See Questions 4.5, 6.2, 14.4 and 14.5					
10. Miscellaneous					
10.1	HDV interim full useful life	§86.1816-18(b)(7)(i)	<p><b>§86.1816--18 Emission standards for heavy-duty vehicles.</b></p> <p>* * *</p> <p>(b) Tier 3 exhaust emission standards</p> <p>* * *</p> <p>(7) The following provisions describe the primary approach for phasing in the Tier 3 standards other than PM in 2022 and earlier model years:</p> <p>(i) The fleet-average FTP emission standard for NMOG+NOX phases in over several years. *</p> <p>* * * You may certify using transitional bin standards specified in Table 5 of this section through model year 2021; these vehicles are subject to FTP emission standards for PM and formaldehyde as described in paragraph (b)(2) of this section. You may use the E0 test fuel specified in § 86.113 for gasoline-fueled vehicles certified to the transitional bins; <u>the useful life period for these vehicles is 120,000 miles or 11 years.</u> [Emphasis added.]</p>	For the heavy-duty vehicle (HDV) primary (declining fleet average NMOG + NOx) program outlined in the provisions of 86.1816-18(b)(7), to count as Tier 3 compliance, can a HDV transitional Bin395 test group be certified to 120K useful life emission standards (or is 150K useful life required)?	<p>HDV bin structure is discussed in the preamble of the final rule (79 FR 23482-484). HDV useful life requirements for HDV interim bins are discussed in the preamble of the final rule (79 FR 23492).</p> <p>To count as Tier 3 compliance in the Tier 3 HDV primary (declining fleet average NMOG + NOx) phase-in outlined in §86.1816-18(b)(7)(i), an interim HDV Bin 395 test group may be certified to either the 120K or 150K full useful life standards. 120K full useful life is required thru MY2021 for HDV transitional bins; ref. §86.1816-18(b)(7)(i). Manufacturers may optionally certify vehicles in transitional bins to 150K full useful life standards. Transitional bin vehicles are included in the Tier 3 HDV declining NMOG + NOx fleet average calculations regardless of whether they are certified to 120K or 150K full useful life; ref. §86.1816-18(b)(7)(i).</p>
10.2	Road-Load Horsepower (RLHP)	§1066.305(a) as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015)	<p><b>§1066.305 Procedures for specifying roadload forces for motor vehicles at or below 14,000 pounds GVWR.</b></p> <p>(a) For motor vehicles at or below 14,000 pounds GVWR, develop representative road-load coefficients to characterize each vehicle covered by a certificate of conformity. Calculate roadload target coefficients by performing coastdown tests using the provisions of SAE J2263 (incorporated by reference in § 1066.1010). This protocol establishes a procedure for determination of vehicle road load force for speeds between 115 and 15 km/h (71.5 and 9.3 mi/h); the final result is a model of road-load force (as a function of speed) during operation on a dry, level road under reference conditions of 20 °C, 98.21 kPa, no wind, no precipitation, and the transmission in neutral. You may use other methods that are equivalent to SAE J2263, such as equivalent test procedures or analytical modeling, to characterize road load using good engineering judgment. Determine dynamometer settings * * * "</p>	The language provided in §1066.305(a) related to road load determination in the Tier 3 DFR (80 FR 9078, February 19, 2015) deleted reference to SAE J1263 and retained only SAE J2263. Why was the SAE J1263 reference deleted?	<p>This matter was addressed in EPA guidance letter CD-15-04, February 23, 2015 which clarifies what SAE practices are applicable. SAE J2263 is adopted by reference in the provisions of §1066.305(a) since it applies in its entirety; whereas J1263 as a whole no longer applies.</p> <p>SAE J1263 applied to the case of the former twin roll hydrokinetic dynamometers. However portions of J1263 are still applicable to current coastdown testing performed on single roll electric dynamometers as clarified in EPA guidance letter CD-15-04.</p>

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11. Particulate Matter (PM) Requirements - Also see Questions 2.1 and 14.1																	
11.1	PM - IUVP requirements	§86.1845-04(b)(5)(ii) and (c)(5)(ii), as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015).	<p><b>Tier 3 preamble page 79 FR 23455:</b> Similarly, manufacturers performing in-use testing under the In-Use Verification Program can limit their testing to 50 percent of their low- and high-mileage test vehicles. Again, manufacturers will need to rotate their vehicle models so that each model will be tested every other year.</p> <p><b>§86.1845–04 Manufacturer in-use verification testing requirements.</b> * * * (b) Low mileage testing (1) Test groups. Testing must be conducted for each test group. * * * (5) Testing. (i) Each test vehicle of a test group shall be tested in accordance with the FTP and the US06 portion of the SFTP as described in subpart B of this part, when such test vehicle is tested for compliance with applicable exhaust emission standards under this subpart. Test vehicles subject to applicable exhaust CO2 emission standards under this subpart shall also be tested in accordance with the HFET as described in 40 CFR 1066.840. (ii) For vehicles subject to Tier 3 PM standards, manufacturers must measure PM emissions over the FTP and US06 driving schedules for at least 50 percent of the vehicles tested under paragraph (b)(5)(i) of this section. * * * (c) High mileage testing (1) Test groups. Testing must be conducted for each test group. * * * (5)(i) - See applicable regulations (similar to (b)(5)(i) above). * * * (ii) For vehicles subject to Tier 3 PM standards, manufacturers must measure PM emissions over the FTP and US06 driving schedules for at least 50 percent of the vehicles tested under paragraph (c)(5)(i) of this section.</p>	<p>The regulations require manufacturers to test 50 percent of In-Use Verification Program (IUVP) vehicles for PM. However, it is not clear which of the following interpretations apply: (1) Do manufacturers test 50% of the IUVP test groups each year and then rotate so that all test groups get tested? (2) Or do manufacturers test every test group each year but only test 50% of the vehicles in each test group each year?</p>	<p>Tier 3 PM requirements for light-duty vehicles are discussed in the preamble of the Tier 3 final rule (79 FR 23451-458, April 28, 2014). Tier 3 IUVP PM requirements for light-duty vehicles are also discussed in the preamble of the Tier 3 final rule (79 FR 23455). Tier 3 IUVP PM requirements for light-duty and heavy-duty class 2b/3 vehicles are at §86.1845-04(b)(5)(ii) and (c)(5)(ii), as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015).</p> <p>Based on the preamble language and the regulations above, we are providing the following clarification for IUVP PM testing requirements. Manufacturers should use approach (2), test every test group each year but manufacturers are only required to test 50 percent of the vehicles in each test group. We recommend IUVP PM testing as follows:</p> <table><tr><td>Sales</td><td>Low Mileage Vehicles</td><td>High Mileage Vehicles</td></tr><tr><td>1-50,000</td><td>2 vehs* (1 tested for PM)</td><td>4 vehs* (2 tested for PM)</td></tr><tr><td>50,001-250,000</td><td>3 vehs* (1 tested for PM)</td><td>5 vehs* (3 tested for PM)</td></tr><tr><td>Above 250,000</td><td>4 vehs* (2 tested for PM)</td><td>6 vehs* (3 tested for PM)</td></tr></table> <p>Note that although Tier 2 diesel-fueled IUVP vehicles are required to measure PM on all IUVP vehicles**, Tier 3 diesel-fueled IUVP vehicles may follow the above guidance for IUVP PM testing.</p> <p>* Ref. §86.1845-04(b)(3) and (c)(3). **PM testing waivers are not applicable to Tier 2 diesel-cycle vehicles, ref. §86.1829-01(b)(1)(ii)(B); §86.1829-15 (d) and §86.1845-04(b)(5) and (c)(5).</p>	Sales	Low Mileage Vehicles	High Mileage Vehicles	1-50,000	2 vehs* (1 tested for PM)	4 vehs* (2 tested for PM)	50,001-250,000	3 vehs* (1 tested for PM)	5 vehs* (3 tested for PM)	Above 250,000	4 vehs* (2 tested for PM)	6 vehs* (3 tested for PM)
Sales	Low Mileage Vehicles	High Mileage Vehicles															
1-50,000	2 vehs* (1 tested for PM)	4 vehs* (2 tested for PM)															
50,001-250,000	3 vehs* (1 tested for PM)	5 vehs* (3 tested for PM)															
Above 250,000	4 vehs* (2 tested for PM)	6 vehs* (3 tested for PM)															

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11.2	PM - certification requirements for Diesel vehicles	§86.1829-15(d)(1), as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015).	<p><b>§86.1829-15 Durability and emission testing requirements; waivers.</b></p> <p>(d) Manufacturers may omit exhaust testing for certification in certain circumstances as follows:</p> <p>(1) <u>For vehicles subject to the Tier 3 PM standards in § 86.1811</u>, a manufacturer may provide a statement in the application for certification that vehicles comply with applicable PM standards instead of submitting PM test data for a certain number of vehicles. However, each manufacturer must test vehicles from a minimum number of durability groups as follows:</p> <p>(i) Manufacturers with a single durability group subject to the Tier 3 PM standards in § 86.1811 must submit PM test data for that group.</p> <p>(ii) Manufacturers with two to eight durability groups subject to the Tier 3 PM standards in § 86.1811 must submit PM test data for at least two durability groups each model year. EPA will work with the manufacturer to select durability groups for testing, with the general expectation that testing will rotate to cover a manufacturer's whole product line over time. If a durability group has been certified in an earlier model year based on submitted PM data, and that durability group is eligible for certification using carryover test data, that carryover data may count toward meeting the requirements of this paragraph (d)(1), subject to the selection of durability groups.</p> <p>(iii) Manufacturers with nine or more durability groups subject to the Tier 3 PM standards in § 86.1811 must submit PM test data for at least 25 percent of those durability groups each model year. We will work with the manufacturer to select durability groups for testing as described in paragraph (d)(1)(ii) of this section.</p> <p>[Emphasis added.]</p>	For Tier 3 light-duty vehicle certification requirements, do manufacturers have to test 100 percent of diesel certification vehicles for PM (similar to Tier 2 requirements) or can they use the same Tier 3 PM certification testing approach for gasoline vehicles as outlined in the provisions of §86.1829-15(d)(1)?	<p>Tier 3 PM certification requirements for light-duty vehicles are in §86.1829-15(d)(1), as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015); and discussed in the preamble of the Tier 3 final rule (79 FR 23455).</p> <p>Neither §86.1829-15(d)(1) nor the preamble discussion (79 FR 23455) differentiate between PM certification testing requirements for light-duty gasoline and diesel vehicles. The preamble discussion, for example, reads as follows:</p> <p>"Because of the expected time and expense of performing emission tests on the improved PM test procedures, we are limiting the number of tests using the new procedures that a manufacturer needs to perform at certification and during in-use testing, as proposed. Specifically, manufacturers will only be required to test vehicles representing a minimum of 25 percent of a model's durability test groups during certification each model year (and a minimum of 2 durability groups).<sup>256</sup> Manufacturers may select which durability groups to test, but will need to rotate the groups tested each year to eventually cover their whole fleet."</p> <p>Thus, based on §86.1829-15(d)(1) and the preamble discussion in the Tier 3 final rule, manufacturers may make a PM statement of compliance and submit PM test data for a reduced number of durability groups in lieu of providing PM test data for diesel-fueled light-duty vehicles certified to Tier 3 PM standards.</p> <p>Notes:</p> <p>1. These regulations (and this answer) applies to light-duty vehicles (and not heavy-duty diesel vehicles).</p> <p>2. EPA may measure PM during EPA confirmatory certification tests for gasoline and diesel-fueled emission-data vehicles (whether or not manufacturers measured PM on the emission-data vehicle).</p>

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12. SFTP Requirements					
12.1	SFTP standards - 4K SFTP standards for Interim LDVs	§86.1811-17(b)(8)(iii)(C) as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015)	§86.1811-17(b)(8)(iii) Interim provisions. * * * (C) Vehicles must continue to comply with the Tier 2 SFTP emission standards for NMHC+NOX and CO for 4,000-mile testing as specified in § 86.1811-04(f)(1) if they are certified to transitional Bin 85 or Bin 110 standards, or if they are certified based on a fuel without ethanol, or if they are not certified to the Tier 3 PM standard.	For interim LDVs, LDTs and MDPVs, the 4000 mile (4K) SFTP standards did not appear in the original Tier 3 regulations but was added via the DFR, ref. §86.1811-17(b)(8)(iii)(C). Why was this added and to which vehicles does it apply?	The 4K SFTP standards were proposed in the NPRM for interim light-duty vehicles (e.g. LDVs, LDTs and MDPVs) and discussed in the preamble of the Tier 3 final rule (79 FR 23477-78) but were inadvertently omitted from the regulatory text of the Tier 3 final rule. This was corrected in §86.1811-17(b)(8)(iii)(C) as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015).  As discussed in the preamble to the Tier 3 final rule (79 FR 23477-78) and §86.1811-17(b)(8)(iii)(C), the 4K SFTP standard applies to all vehicles certified as "interim Tier 3 vehicles" but does not apply to vehicles certified as "final Tier 3 vehicles." A vehicle is considered a "final Tier 3" vehicle if all of the following conditions are met: (1) Certification is based on 150K useful life (or 120K useful life combined with the 85% declining fleet average standard); (2) Certification is based on Tier 3 E10 test fuel (also certification based upon Cal LEV III E10 may be acceptable); (3) The vehicle is certified to a final Tier 3 NMOG + NOx bin and the Tier 3 PM standards (i.e., for PM, any vehicles included in the Tier 3 PM phase-in which are certified to the 3 mg/mi FTP standard regardless of whether it is also certified to the 10 or 6 mg/mi SFTP standard); and (4) Transitional bins 85 and 110 are not considered "final Tier 3 bins" regardless of the test fuel and useful life that is used.
12.2	Interm Tier 3 MDPV - SFTP Standards	§86.1811-17(a); §86.1811-17(b)(8)(iii)(C); both as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015).	§86.1811-17 Exhaust emission standards for light-duty vehicles, light-duty trucks and medium-duty passenger vehicles. "(a) Applicability and general provisions. This section describes exhaust emission standards that apply for model year 2017 and later light-duty vehicles, light-duty trucks, and medium-duty passenger vehicles. <u>MDPVs are subject to all the same emission standards and certification provisions that apply to LDT4.</u> * * *" [Emphasis added] * * * (b) Tier 3 exhaust emission standards. * * * (8) The following provisions describe the primary approach for phasing in the Tier 3 standards other than PM in 2025 and earlier model years: * * * (iii) Interim provisions. * * * (C) Vehicles must continue to comply with the Tier 2 SFTP emission standards for NMHC+NOX and CO for 4,000-mile testing as specified in § 86.1811-04(f)(1) if they are certified to transitional Bin 85 or Bin 110 standards, or if they are certified based on a fuel without ethanol, or if they are not certified to the Tier 3 PM standard.	A. There is a LEV III reference located in section 1.2.2.1.2 "SFTP NMOG+NOx and CO Composite Exhaust Emission Standards – footnote 3" that exempts carryover/interim MDPV's from the LEV/III SFTP requirements. We understood that the same would be true for interim Tier 3 MDPV's since these would essentially be carry-over Tier 2's that do not have an SFTP requirement. However, the Tier 3 regulation is not clear. Can you provide us with any clarification?  B. One additional point of clarification: these interim Tier 3 MDPVs (i.e., with no previous Tier 2 SFTP requirement / data) would need to be assigned an FEL and added to the SFTP fleet average, but I assume that they would not also need to meet interim 4k standards like non-MDPV interim Tier 3 vehicles which previously did have to meet SFTP. Is this correct; ref. §86.1811-17(b)(8)(iii)(C)?	Tier 3 SFTP requirements for light-duty vehicles and MDPVs are discussed in the preamble of the Tier 3 final rule (79 FR 23455-458 and 23477-478, April 28, 2014) and at §86.1811-17(a), (b) and (b)(8)(iii)(C).  A. The provisions of §86.1811-17(a) and (b) don't provide any exclusions for MDPVs similar to CARB regulations. During the Tier 3 rulemaking process EPA was aware of the CARB LEV III exclusion for MDPVs, however EPA did not propose or promulgate a similar exclusion. EPA Tier 3 regulations require MDPVs & HLDTs to meet SFTP requirements beginning in the 2018 model year, ref. 86.1811-17(b)(8)(ii)(A) and footnote in Table 4 of 86.1811-17. These MDPVs are largely the same powertrains as light-duty pick-up trucks which are already meeting SFTP requirements or they are similar to heavy-duty cargo vans which will be phasing into SFTP requirements in MY2018.  B. As discussed in the preamble to the Tier 3 final rule (80 FR 23477-478), the SFTP 4K requirement for interim Tier 3 vehicles was intended to apply to all light-duty vehicle classes, including MDPVs. Although the Tier 3 final rule regulations didn't include the 4K SFTP standard, it was added to the regulations by the Tier 3 technical amendments (80 FR 9078, February 19, 2015). See the provisions of §86.1811-17(b)(8)(iii)(C).



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13. Small Volume Manufacturer Requirements - See Questions 1.2 and 2.2					
14. SULEV/PZEV Carryover Vehicle Requirements - Also see Questions 4.5, 5.2 and 6.2					
14.1	SULEV/PZEV carryover vehicles -  PM Compliance	§86.101(b)(2)(ii) §86.1811-17(b)(7) §86.1839-01(a)(2)	<p><del>§86.101</del> General applicability.</p> <p>* * *</p> <p>(b) Migration to 40 CFR parts 1065 and 1066. This subpart transitions to rely on the test procedure specifications in 40 CFR parts 1065 and 1066 as follows:</p> <p>* * *</p> <p>(2) Manufacturers must use the following procedures before model year 2022:</p> <p>* * *</p> <p>(ii) Equipment specifications and measurement procedures that are specific to PM emissions from 40 CFR part 1066 apply for any vehicles certified to the Tier 3 PM emission standards specified in subpart S of this part.</p> <p><b>§86.1811-17(b)(7)</b> The Tier 3 PM standards phase in over several years. The following provisions describe the primary approach for phasing in the Tier 3 PM standards:</p> <p>* * *</p> <p>(iv) Any vehicles not included for demonstrating compliance with the Tier 3 PM phase-in requirement must instead comply with an FTP emission standard for PM of 0.010 g/mile, and a composite SFTP emission standard for PM of 0.070 g/mile.</p> <p>* * *</p> <p>(vi) You may certify Interim Tier 3 vehicles based on carryover data.</p> <p><b>§86.1839-01(a)(2)</b> – See applicable regulations.</p>	Per the Tier 3 PM phase-in provisions of § 86.1811-17(b)(7), please confirm that SULEV/PZEV data can be used for phased-in Tier 3 PM standard although it was not tested using the new required PM equipment and procedures outlined in the provisions of 86.101(b)(2)(ii) and Part 1065/1066 regulations.	<p>In general, EPA policy for the use of the use of carryover emission data is provided in §86.1839-01(a)(2) and EPA Advisory Circular 17F. Carryover of California SULEV/PZEV data is discussed in the preamble of the Tier 3 final rule (79 FR 23477, April 28, 2014), however that discussion does not address the carryover of PM data. In many cases we expect that PM emissions were not measured on carryover SULEV/PZEV vehicles (in which case carryover PM data could not be used to demonstrate compliance with the Tier 3 PM standards).</p> <p>Tier 3 PM phase-in and the use of Tier 2 carryover PM data is discussed in the preamble of the Tier 3 final rule (79 FR 23478-479) and in 86.1811-17(b)(7)(vi), which allow manufacturers to certify Interim Tier 3 vehicles based on carryover PM data from vehicles originally certified to Tier 2, LEV 2 or LEV-III PM standards.</p> <p>For cases where manufacturers measured PM emissions on carryover SULEV/PZEV vehicles and the PM data complies with final Tier 3 PM standards, (but the manufacturer didn't use 1065/1066 equipment and procedures to measure PM emissions) the manufacturer may request EPA approval to carryover that PM data based on the provisions of §86.1839-01 and either §86.106(a) or §1066.10(c). Such requests should describe the type of equipment and procedures which were used to measure PM emissions, the 1065/1066 requirements and provide justification why the manufacturer believes that the emission data would comply with Tier 3 PM standards if the required 1065/1066 equipment and procedures were used.</p>
14.2	SULEV/PZEV carryover vehicles -  Tier 3 Evaporative Leak Test Requirements	§86.113-15(a)(2)(iii)(A); §86.1813-17(g)(3); §1066.985;	<p><b>§86.113-15(a)(2)</b> You may use California test fuels to demonstrate compliance with Tier 3 emission standards as follows:</p> <p>* * *</p> <p>(iii) For vehicles certified for 50-state sale, you may instead use California test fuel for evaporative emission testing as follows:</p> <p><b>(A)</b> If you originally certified vehicles in California in model year 2015 or 2016 to PZEV standards with California Phase 2 gasoline, you may use that data with carryover vehicles to certify to the Tier 3 evaporative emission standards through model year 2019. We will use this same fuel to measure diurnal, hot soak, running loss, and SHED rig emissions at low-altitude conditions for such vehicles. For refueling, spitback, and high-altitude testing, you may use test fuel meeting either the gasoline (E0) test fuel specified in § 86.113-04(a) or the gasoline (E10) test fuel specified in this paragraph (a); we may use either of the specified fuels for our testing. <del>For leak testing, you must use the gasoline (E10) test fuel specified in this paragraph (a).</del> [Emphasis added.]</p> <p><b>§86.1813-17(g)(3)</b> - Regulations are provided in question 5.2.</p>	Please confirm whether the E10 leak test results should be submitted with carryover SULEV/PZEV zero evaporative data for phase-in Tier 3 evaporative compliance or not, ref. §86.113-15.	<p>Leak test requirements are discussed in the preamble of the Tier 3 final rule (79 FR 23516-23521, April 28, 2014). The leak test procedure is outlined in the provisions of §1066.985.</p> <p>Yes, based on §86.113-15(a)(2)(iii)(A) and §86.1813-17(g)(3), leak test results are required to be submitted with carryover SULEV PZEV evaporative data. E10 is the required test fuel for the leak test, ref. §86.113-15(a)(2)(iii)(A) and §86.1813-17((a)(1)(iii). Note that carryover SULEV/PZEV Option 1 evaporative data (tested on California E0 Phase 2 test fuel) can only be used in lieu of Tier 3 evaporative data through the 2019 model year, ref. §86.113-15(a)(2)(iii)(A).</p> <p>For certification, manufacturers may provide a statement of compliance in the application in lieu of providing leak test data, ref. 86.1829-15(e)(4). For IUVF testing, manufacturers are not required to perform leak tests on 2017 model year and earlier vehicles, ref. 86.1845-04(b)(5)(iii).</p>

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14.3	SULEV/PZEV carryover vehicles -  Warranty Requirements	Defect Warranty: Section 207(a) of the Clean Air Act (CAA). There are currently no defect warranty regulations.  Performance Warranty: Section 207(b) of CAA; Part 85 Subpart V;  EPA guidance letter CD-15-18, August 24, 2015;  PZEV Evaporative requirements: §86.1813-17(g)(2)(i)	For EPA warranty requirements, see applicable provisions of the CAA; regulations and the EPA guidance letter.  §86.1813–17 Evaporative and refueling emission standards. * * * (g) Alternative phase-in options for Tier 3 evaporative emission standards. You may use any of the following alternative methods to transition to the Tier 3 evaporative emission standards: * * * (2) The following alternative phase-in options apply for model year 2017: (i) You may disregard the percentage phase-in specified in paragraph (a)(5) of this section for 2017 if you choose 50- state certification for all your vehicles meeting the LEV III PZEV evaporative standards in 2017. Under this option, you may not produce a higher-emitting version of those vehicle models for sale outside of California or the section 177 states. Such vehicles may be certified using carryover data under the California program, but they may not generate or use emission credits. LDV and LDT1 that comply under this paragraph (g)(2)(i) may not generate allowances under paragraph (g)(1) of this section, regardless of the calculated percentage of compliant vehicles in model year 2017.	For model year 2017 evaporative certification, if a manufacturer takes the “Nationwide/50-state-cert LEVIII-PZEV zero-evap option” as outlined in the provisions of §86.1813-17(g)(2)(i) in lieu of MY2017 40% requirement, is our understanding correct that this option would not require the vehicles sold in the federal fleet areas (i.e., non-California/177 states) to comply with the California PZEV 15 year/150,000 mile warranty requirements?	The 2017 model year evaporative phase-in options (including the option to sell PZEV vehicles nationwide) are discussed in the preamble of the Tier 3 final rule (79 FR 23498, April 28, 2014). Carryover of California SULEV/PZEV data are also discussed (79 FR 23477, 23495, 23499, and 23504). As discussed in those sections, EPA intends to allow carryover of California SULEV/PZEV data to demonstrate compliance with Tier 3 exhaust and evaporative emission standards.  Yes, your understanding is correct. While a vehicle sold in California and 177 states must meet the 15 year/150,000 mile warranty requirement to qualify as being a PZEV, the Tier 3 option to sell PZEV evaporative systems nationwide only applies to vehicles complying with the evaporative standard. Vehicles sold in the federal areas (i.e., outside of California and the section 177 states) would only need to comply with the federal warranty requirements. The option to certify for evaporative emission purposes by selling “PZEV evap” vehicles nationwide only applies to the standards. The regulations at 86.1813-17(g)(2)(i) refer to vehicles “meeting the LEV III PZEV evaporative standards in 2017.”
14.4	SULEV/PZEV carryover vehicles -  High Altitude Compliance	§86.1829-15(c)	§86.1829–01 Durability and emission testing requirements; waivers. * * * (c) The manufacturer must demonstrate compliance with emission standards at low-altitude conditions as described in paragraph (b) of this section. For standards that apply at high-altitude conditions, the manufacturer may either perform the same tests or provide a statement in the application for certification that, based on an engineering evaluation of appropriate testing to measure or simulate high-altitude emissions, all vehicles comply with applicable emission standards at high altitude.	To what extent do manufacturers have to conduct additional tests at high altitude for evaporative emissions with regard to carryover LEV II PZEVs to qualify as Tier 3 vehicles?	High altitude evaporative requirements for PZEV carryover vehicles are discussed in the preamble of the final rule, page 23496, and in §86.1813-17 and §86.1829-15(c).  PZEVs like any other vehicle certified to Tier 3 evaporative/refueling standards are subject to a requirement to demonstrate compliance at high altitude. However, the provisions of §86.1829-15(c) provide manufacturers with the flexibility to provide a statement in their application that based on an engineering evaluation of appropriate testing, all vehicles comply with applicable emission standards at high altitude.
14.5	SULEV/PZEV carryover vehicles -  High Altitude Evaporative Standards	§86.1813-17(a)(2)(ii)(B)	§86.1813–17 Evaporative and refueling emission standards. Vehicles must meet evaporative and refueling emission standards as specified in this section. These standards apply for heavy duty vehicles above 14,000 pounds GVWR as specified in § 86.1801. The emission standards apply for total hydrocarbon equivalent (THCE) measurements using the test procedures specified in subpart B of this part, as appropriate..... * * * (a)(2)(ii)(B) Calculate the FEL for testing at high-altitude conditions based on the difference between the low-altitude FEL and the standard. For example, if a light-duty vehicle was certified with an FEL of 0.400 g instead of the 0.300 g standard, the FEL for testing under highaltitude conditions would be 0.75 g (0.65+0.10).	How would the high altitude evaporative standard for LEV II PZEVs be calculated?	High altitude evaporative requirements are discussed in the preamble of the final rule (79 FR 23495-496) and in §86.1813-17 and §86.1813-17(a)(2)(ii)(B).  Based on §86.1813-17(a)(2)(i) and (a)(2)(ii)(B), the applicable high altitude hot soak plus diurnal standard for LDV/LDT1 LEV-II PZEV carryover vehicles would be 0.65 grams/test. • Even though the “in-use” enforcement level at low altitude would be 350 mg/test rather than 300 mg/test as discussed in Question 5.2, it was EPA’s intent for the high altitude standard to apply as if these vehicles were certified to a low altitude FEL of 300 mg/test. • The high altitude standards shown in Table 1 of §86.1813-17 would apply to vehicles certified to an FEL equal to the category standard. This is 0.65 grams/test for the LDV/LDT1 category.

Message

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**From:** Allard, Gabrielle (EC) [gabrielle.allard@canada.ca]  
**Sent:** 11/6/2017 6:06:26 PM  
**To:** Wehrly, Linc [wehrly.linc@epa.gov]; Dalton, Joel [Dalton.Joel@epa.gov]; Ball, Joel [ball.joel@epa.gov]  
**CC:** Carrey, Nicholas (EC) [nicholas.carrey@canada.ca]; Genier, Maxime (EC) [maxime.genier@canada.ca]  
**Subject:** RE: Meeting with Environment Canada

Good morning,

Maxime and I will be travelling to Ann Arbor next week as planned. We will arrive very early on Wednesday morning in order to hopefully have a full day of meetings at your offices.

I have spoken to Joel Ball on Friday and here is a tentative agenda for the day:

**Ex. 7(A); 7(E)**

Please confirm that this timing would work on Wednesday morning. We will contact other cert reps individually for the afternoon.

Gabrielle

-----Original Appointment-----

**From:** Carrey, Nicholas (EC)  
**Sent:** June 15, 2017 8:01 AM  
**To:** Carrey, Nicholas (EC); Allard, Gabrielle (EC); Genier, Maxime (EC); wehrly.linc@epa.gov; 'dalton.joel@epa.gov'; Ball, Joel  
**Subject:** Meeting with Environment Canada  
**When:** November 15, 2017 12:00 AM to November 16, 2017 12:00 AM America/New\_York.  
**Where:** EPA offices in Ann Arbor

EC-EPA collaboration follow up meeting to discuss certification and compliance.

Meeting place holder, agenda to follow.

## Appointment

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**From:** Genier, Maxime (EC) [maxime.genier@canada.ca]  
**Sent:** 5/25/2018 1:33:55 PM  
**To:** Hobin, Megan (EC) [megan.hobin@canada.ca]; Wehrly, Linc [wehrly.linc@epa.gov]; Dalton, Joel [Dalton.Joel@epa.gov]; Ball, Joel [ball.joel@epa.gov]; Peralta, Maria [Peralta.Maria@epa.gov]; Cullen, Angela [cullen.angela@epa.gov]  
**Subject:** Meeting with Environment and Climate Change Canada  
**Attachments:** ECCC foreign-visitors-information-template.xls  
**Location:** EPA offices in Ann Arbor  
**Start:** 6/6/2018 12:30:00 PM  
**End:** 6/7/2018 3:30:00 PM  
**Show Time As:** Tentative

**Recurrence:** (none)

Good morning,

**Ex. 7(A); 7(E)**

**Ex. 7(A); 7(E)**

I also attached the completed ECCC foreign-visitors-information-template.xls form.

If you have any questions, do not hesitate to contact me. Thanks in advance for taking the time to meet with us.

Maxime Génier, P. Eng.

Ingénieur principal de programmes, Direction générale de la protection de l'environnement  
Environnement et Changement climatique Canada / Gouvernement du Canada  
[maxime.genier@canada.ca](mailto:maxime.genier@canada.ca) / Tél. : 613-990-7854

Senior Program Engineer, Environmental Protection Branch  
Environment and Climate Change Canada / Government of Canada  
[maxime.genier@canada.ca](mailto:maxime.genier@canada.ca) / Tel: 613-990-7854

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Hi everyone,

Considering our meeting placeholder is at the same time as another ECCC-EPA meeting in Ottawa for both of our management, we suggest pushing this meeting back a few weeks, if this works with your schedule.

I moved the meeting to June 6<sup>th</sup> 2018 but we are also available on June 20<sup>th</sup>, if that better suits your schedule.

Please confirm your availabilities and we can follow-up with tentative agenda items.

Thanks,

-max

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Hi guys,

Thanks once again for hosting the valuable meetings we had yesterday. Much appreciated! We will follow-up separately with some of the follow-up information discussed.

This meeting invite is simply a placeholder for this spring. We can discuss the agenda and required attendees closer to the date.

Cheers,

-max

Maxime Génier, P. Eng.

Ingénieur principal de programmes, Direction générale de la protection de l'environnement  
Environnement et Changement climatique Canada / Gouvernement du Canada  
[maxime.genier@canada.ca](mailto:maxime.genier@canada.ca) / Tél. : 613-990-7854

Senior Program Engineer, Environmental Protection Branch  
Environment and Climate Change Canada / Government of Canada  
[maxime.genier@canada.ca](mailto:maxime.genier@canada.ca) / Tel: 613-990-7854



Message

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**From:** Info Véhicule et Moteur / Vehicle and Engine Info (EC) [ec.infovehiculeetmoteur-vehicleandengineinfo.ec@canada.ca]  
**Sent:** 5/16/2017 2:41:58 PM  
**To:** Info Véhicule et Moteur / Vehicle and Engine Info (EC) [ec.infovehiculeetmoteur-vehicleandengineinfo.ec@canada.ca]  
**Subject:** Summary Report - January 1 to March 31, 2017  
**Attachments:** Summary Report - January 1 to March 31 2017.pdf

*(French message follows)*

Dear recipient,

Attached for your information is a summary of notices of defect and other notifications received by Environment and Climate Change Canada for the period of January 1, 2017 to March 31, 2017.

Should you have any questions regarding this summary or wish to have your name removed from our distribution list, please do not hesitate to contact us.

**Regulatory Administration Section**  
Transportation Division  
Environment and Climate Change Canada

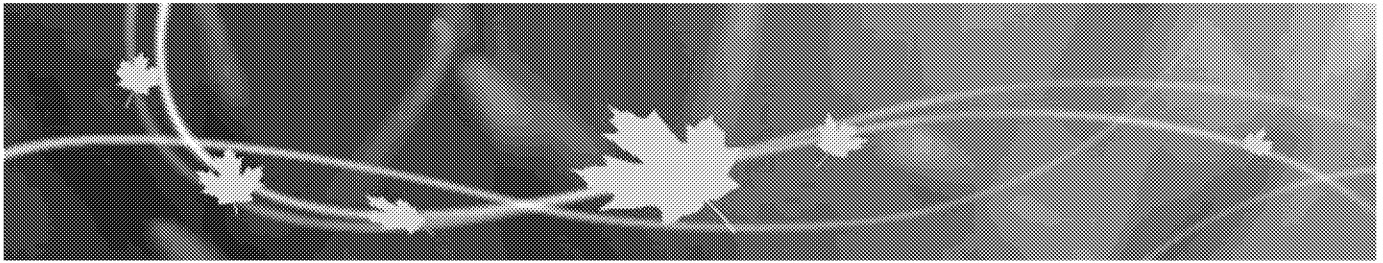
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Cher/Chère récipiendaire,

Vous trouverez ci-joint, à titre d'information, un résumé des avis de défaut et autres notifications reçus par Environnement et Changement climatique Canada pour la période du 1er janvier 2017 au 31 mars 2017.

Si vous avez des questions au sujet de ce résumé ou si vous désirez que votre nom soit retiré de notre liste d'envoi, n'hésitez pas à communiquer avec nous.

**Section de l'administration réglementaire**  
Division des transports  
Environnement et Changement climatique Canada



This document is produced by the Transportation Division of Environment and Climate Change Canada (ECCC). It contains basic information summarizing notices of defect and other company notifications submitted to ECCC during the period of January 1, 2017 to March 31, 2017.

The purpose of the document is to disseminate information pertaining to emission-related issues on vehicles, vessels, and engines.

Please note that some details may not have been made available by the companies at the time of their submissions. If this is the case, certain fields will appear blank. Incomplete tables will be updated once the information becomes available.

Le présent document a été préparé par la Division des transports d'Environnement et Changement climatique Canada (ECCC). Il contient des renseignements de base résumant les avis de défaut et autres notifications soumis à ECCC par les entreprises durant la période du 1 janvier 2017 au 31 mars 2017.

Le document a pour but de diffuser des informations relatives aux problèmes liés aux émissions des véhicules, bâtiments et moteurs.

Veuillez noter que certaines informations peuvent ne pas avoir été incluses dans les avis ou autres notifications au moment où ils ont été soumis par les entreprises. Si tel est le cas, certains champs seront vides. Les tableaux incomplets seront mis à jour dès que l'information sera disponible.

Transportation Division  
Regulatory Administration Section  
351 St. Joseph Blvd.  
Gatineau, QC K1A 0H3

Division des transports  
Section de l'administration réglementaire  
351 boul. St. Joseph  
Gatineau, QC K1A 0H3



**Quarterly Summary** (for the period of January 1, 2017 to March 31, 2017)  
**Aperçu trimestriel** (pour la période du 1 janvier 2017 au 31 mars 2017)

Reference Number	Company	Date ECCC notified	Estimated Number
Numéro de référence	Entreprise	Date que ECCC fut avisé	Nombre estimé
ECR-B0001-17-001	BMW Canada Inc.	17-Mar-2017	287
ECR-B0001-17-002	BMW Canada Inc.	17-Mar-2017	46
ECR-C0002-17-001	FCA Canada Inc.	09-Feb-2017	15,239
ECR-F0001-17-001	Ford Motor Company of Canada, Ltd	03-Mar-2017	569
ECR-F0001-17-002	Ford Motor Company of Canada, Ltd	08-Mar-2017	3,064
ECR-F0001-17-003	Ford Motor Company of Canada, Ltd	22-Mar-2017	52
ECR-G0001-17-001	General Motors of Canada Company	16-Feb-2017	613
ECR-G0001-17-002	General Motors of Canada Company	31-Mar-2017	3,093
ECR-H0003-17-001	Hyundai Auto Canada Corp.	06-Feb-2017	24,250
ECR-H0003-17-002	Hyundai Auto Canada Corp.	10-Feb-2017	138,449
ECR-V0011-17-001	Volvo Group Trucks Technology	10-Feb-2017	165
ECR-V0011-17-002	Volvo Group Trucks Technology	10-Feb-2017	38,237
ECR-Y0003-17-001	Yanmar America Corporation	17-Feb-2017	80

**Total Number of Notices:** 13  
**Nombre total d'avis:**

**Total Number of Affected Vehicles/Engines:** 224,144  
**Nombre total de véhicules ou moteurs affectés:**



Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-B0001-17-001	BMW Canada Inc.	17-Mar-2017	2016, 2017 BMW X5 xDrive40e	On certain vehicles, a problem may exist within the Standard Charging Electronics Control Module that will stop the charging process, and the battery may be unable to be recharged. As a result, the vehicle will not operate in the electric only mode for the maximum distance that would typically be possible.	Dealers will verify the functionality of the Standard Charging Electronics Control Module and will replace the component if needed.	287
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-B0001-17-001	BMW Canada Inc.	17-Mar-2017	2016, 2017 BMW X5 xDrive40e	Sur certains véhicules, le module de commande électronique de charge standard pourrait être défectueux et causer l'arrêt du processus de recharge, ce qui aurait pour effet d'empêcher la recharge de la batterie. En conséquence, l'autonomie typique du véhicule en mode électrique seul serait réduite.	Les concessionnaires doivent vérifier le fonctionnement du module de commande électronique de charge standard et remplaceront la composante au besoin.	287

\* Based on information provided by the company.

Note: Some notifications apply to a subset of vehicles and engines. If you have not received notification from the company and your vehicle / engine is within a make, model, or model year group listed in the summary, you may contact the company or your local authorized dealer to determine whether the notification in question applies to your vehicle / engine.

\* Basé sur l'information soumise par l'entreprise.

Nota : Certaines notifications s'appliquent à un sous-ensemble de véhicules ou de moteurs. Si vous n'avez reçu aucune notification de la part de l'entreprise et que votre véhicule / moteur correspond à une marque, modèle ou année de modèle figurant dans le résumé, vous pouvez communiquer avec l'entreprise ou votre concessionnaire local agréé afin de déterminer si la notification en question s'applique à votre véhicule / moteur.



Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-B0001-17-002	BMW Canada Inc.	17-Mar-2017	2017 BMW X3 xDrive28i 2017 BMW X3 xDrive35i 2017 BMW X4 M40i 2017 BMW X4 xDrive28i	On certain vehicles, the evaporative emissions charcoal canister could be damaged. This could illuminate the malfunction indicator lamp and cause an increase in evaporative emissions (the release of fuel vapours).	Dealers will replace the activated charcoal canister and holder.	46
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-B0001-17-002	BMW Canada Inc.	17-Mar-2017	2017 BMW X3 xDrive28i 2017 BMW X3 xDrive35i 2017 BMW X4 M40i 2017 BMW X4 xDrive28i	Sur certains véhicules, le réservoir de charbon activé de gaz d'évaporation peut se fissurer. Le voyant d'anomalie peut alors s'allumer et augmenter les gaz d'évaporation (la décharge de vapeurs de carburant).	Les concessionnaires remplaceront la cartouche de charbon actif et le support.	46

\* Based on information provided by the company.

Note: Some notifications apply to a subset of vehicles and engines. If you have not received notification from the company and your vehicle / engine is within a make, model, or model year group listed in the summary, you may contact the company or your local authorized dealer to determine whether the notification in question applies to your vehicle / engine.

\* Basé sur l'information soumise par l'entreprise.

Nota : Certaines notifications s'appliquent à un sous-ensemble de véhicules ou de moteurs. Si vous n'avez reçu aucune notification de la part de l'entreprise et que votre véhicule / moteur correspond à une marque, modèle ou année de modèle figurant dans le résumé, vous pouvez communiquer avec l'entreprise ou votre concessionnaire local agréé afin de déterminer si la notification en question s'applique à votre véhicule / moteur.



Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-C0002-17-001	FCA Canada Inc.	09-Feb-2017	2013, 2014, 2015 RAM 3500	On certain vehicles equipped with a Cummins 6.7L turbo diesel engine, the Selective Catalytic Reduction (SCR) performance may deteriorate over time. This could cause tailpipe emissions of nitrogen oxide to exceed the prescribed limit.	Dealers will replace the SCR assembly with an improved version.	15,239
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-C0002-17-001	FCA Canada Inc.	09-Feb-2017	2013, 2014, 2015 RAM 3500	Sur certains véhicules munis d'un moteur turbo diesel Cummins de 6,7 L, la performance du système de réduction catalytique sélective peut se détériorer au fil du temps. En raison de ce problème, les émissions d'oxyde d'azote produites par le véhicule peuvent dépasser la limite permise par les normes.	Les concessionnaires remplaceront l'ensemble de réduction catalytique sélective avec une version améliorée.	15,239

\* Based on information provided by the company.

Note: Some notifications apply to a subset of vehicles and engines. If you have not received notification from the company and your vehicle / engine is within a make, model, or model year group listed in the summary, you may contact the company or your local authorized dealer to determine whether the notification in question applies to your vehicle / engine.

\* Basé sur l'information soumise par l'entreprise.

Nota : Certaines notifications s'appliquent à un sous-ensemble de véhicules ou de moteurs. Si vous n'avez reçu aucune notification de la part de l'entreprise et que votre véhicule / moteur correspond à une marque, modèle ou année de modèle figurant dans le résumé, vous pouvez communiquer avec l'entreprise ou votre concessionnaire local agréé afin de déterminer si la notification en question s'applique à votre véhicule / moteur.



Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-F0001-17-001	Ford Motor Company of Canada, Ltd	03-Mar-2017	2016, 2017 Ford Focus RS	On certain vehicles, the malfunction indicator lamp (MIL) may not illuminate when some emissions monitors detect that a system fault is present. As a result, the vehicle operator would not be alerted of a potential increase in tailpipe emission of regulated air pollutants.	Dealers will reprogram the Powertrain Control Module.	569
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-F0001-17-001	Ford Motor Company of Canada, Ltd	03-Mar-2017	2016, 2017 Ford Focus RS	Sur certains véhicules, le témoin d'anomalie du moteur peut ne pas s'allumer lorsque certains mécanismes de surveillance des émissions polluantes détectent un défaut dans le système. Par conséquent, l'opérateur du véhicule ne serait pas averti d'une augmentation potentielle des émissions d'échappement de polluants atmosphériques réglementés.	Les concessionnaires reprogrammeront le module de commande du groupe motopropulseur.	569

\* Based on information provided by the company.

Note: Some notifications apply to a subset of vehicles and engines. If you have not received notification from the company and your vehicle / engine is within a make, model, or model year group listed in the summary, you may contact the company or your local authorized dealer to determine whether the notification in question applies to your vehicle / engine.

\* Basé sur l'information soumise par l'entreprise.

Nota : Certaines notifications s'appliquent à un sous-ensemble de véhicules ou de moteurs. Si vous n'avez reçu aucune notification de la part de l'entreprise et que votre véhicule / moteur correspond à une marque, modèle ou année de modèle figurant dans le résumé, vous pouvez communiquer avec l'entreprise ou votre concessionnaire local agréé afin de déterminer si la notification en question s'applique à votre véhicule / moteur.



Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-F0001-17-002	Ford Motor Company of Canada, Ltd	08-Mar-2017	2016, 2017 Ford F150	On certain vehicles, the malfunction indicator lamp (MIL) may not illuminate when some emissions monitors detect that a system fault is present. As a result, the vehicle operator would not be alerted of a potential increase in tailpipe emission of regulated air pollutants.	Dealers will reprogram the powertrain control module.	3,064
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-F0001-17-002	Ford Motor Company of Canada, Ltd	08-Mar-2017	2016, 2017 Ford F150	Sur certains véhicules, le témoin d'anomalie du moteur peut ne pas s'allumer lorsque certains mécanismes de surveillance des émissions polluantes détectent un défaut dans le système. Par conséquent, l'opérateur du véhicule ne serait pas averti d'une augmentation potentielle des émissions d'échappement de polluants atmosphériques réglementés.	Les concessionnaires reprogrammeront le module de commande du groupe motopropulseur.	3,064

\* Based on information provided by the company.

Note: Some notifications apply to a subset of vehicles and engines. If you have not received notification from the company and your vehicle / engine is within a make, model, or model year group listed in the summary, you may contact the company or your local authorized dealer to determine whether the notification in question applies to your vehicle / engine.

\* Basé sur l'information soumise par l'entreprise.

Nota : Certaines notifications s'appliquent à un sous-ensemble de véhicules ou de moteurs. Si vous n'avez reçu aucune notification de la part de l'entreprise et que votre véhicule / moteur correspond à une marque, modèle ou année de modèle figurant dans le résumé, vous pouvez communiquer avec l'entreprise ou votre concessionnaire local agréé afin de déterminer si la notification en question s'applique à votre véhicule / moteur.



Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-F0001-17-003	Ford Motor Company of Canada, Ltd	22-Mar-2017	2017 Lincoln MKC	On certain vehicles, the fuel filler pipe assembly incorrectly specifies E85 as a suitable fuel for the vehicle. The consumption of E85 fuel by these vehicles may result in drivability issues and an illuminated Malfunction Indicator Lamp.	Dealers will replace the fuel tank filler pipe on affected vehicles.	52
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-F0001-17-003	Ford Motor Company of Canada, Ltd	22-Mar-2017	2017 Lincoln MKC	Sur certains véhicules, l'étiquette d'information apposée sur le tuyau de remplissage de carburant indique par erreur que le carburant E85 est un carburant approprié pour le véhicule. L'utilisation du carburant E85 pourrait causer les problèmes suivants : problèmes de conduite et allumage du voyant de mauvais fonctionnement.	Les concessionnaires remplaceront le tuyau de remplissage du réservoir de carburant sur les véhicules concernés.	52

\* Based on information provided by the company.

Note: Some notifications apply to a subset of vehicles and engines. If you have not received notification from the company and your vehicle / engine is within a make, model, or model year group listed in the summary, you may contact the company or your local authorized dealer to determine whether the notification in question applies to your vehicle / engine.

\* Basé sur l'information soumise par l'entreprise.

Nota : Certaines notifications s'appliquent à un sous-ensemble de véhicules ou de moteurs. Si vous n'avez reçu aucune notification de la part de l'entreprise et que votre véhicule / moteur correspond à une marque, modèle ou année de modèle figurant dans le résumé, vous pouvez communiquer avec l'entreprise ou votre concessionnaire local agréé afin de déterminer si la notification en question s'applique à votre véhicule / moteur.



Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-G0001-17-001	General Motors of Canada Company	16-Feb-2017	2015, 2016 Chevrolet Silverado HD Crew 2015, 2016 Chevrolet Silverado HD Reg 2015, 2016 GMC Sierra HD Reg 2015,2016 GMC Sierra HD Crew	On certain vehicles, fuel may not be transferred from the rear fuel tank to the front fuel tank at a sufficient rate. This may set the diagnostic trouble code, illuminate the malfunction indicator lamp, display a fuel gauge reading of empty, and disable the transfer pump.	Dealers will replace and reconfigure the fuel lines, as well as reprogram the Engine Control Module.	613
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-G0001-17-001	General Motors of Canada Company	16-Feb-2017	2015, 2016 Chevrolet Silverado HD Crew 2015, 2016 Chevrolet Silverado HD Reg 2015, 2016 GMC Sierra HD Reg 2015,2016 GMC Sierra HD Crew	Sur certains véhicules, le taux de transfert du carburant du réservoir arrière au réservoir avant peut être trop faible. Cette anomalie peut causer les situations suivantes : déclenchement du code de diagnostic; allumage du voyant de mauvais fonctionnement; jauge de carburant qui indique que le réservoir est vide; et désactivation de la pompe de transfert.	Les concessionnaires remplaceront les conduites de carburant et reprogrammer le module de commande de moteur.	613

\* Based on information provided by the company.

Note: Some notifications apply to a subset of vehicles and engines. If you have not received notification from the company and your vehicle / engine is within a make, model, or model year group listed in the summary, you may contact the company or your local authorized dealer to determine whether the notification in question applies to your vehicle / engine.

\* Basé sur l'information soumise par l'entreprise.

Nota : Certaines notifications s'appliquent à un sous-ensemble de véhicules ou de moteurs. Si vous n'avez reçu aucune notification de la part de l'entreprise et que votre véhicule / moteur correspond à une marque, modèle ou année de modèle figurant dans le résumé, vous pouvez communiquer avec l'entreprise ou votre concessionnaire local agréé afin de déterminer si la notification en question s'applique à votre véhicule / moteur.





Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-G0001-17-002	General Motors of Canada Company	31-Mar-2017	2014, 2015 Chevrolet Cruze	ON certain vehicles equipped with a diesel engine, soot may accumulate on the inlet of the oxygen (O2) sensor, as well as the nitrogen oxide (NOx) position 1 sensor. This could illuminate the Malfunction Indicator Lamp (MIL).	Dealers will update the Engine Control Module (ECM) and will replace the NOx position 1 sensor on vehicles that did not have this part replaced under emission recall ECR-G0001-15-005.	3,093
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-G0001-17-002	General Motors of Canada Company	31-Mar-2017	2014, 2015 Chevrolet Cruze	Sur certains véhicules à moteur diesel, de la suie pourrait s'accumuler sur l'admission de la sonde à oxygène (O2), ainsi que sur la sonde à oxyde d'azote (NOx) située à la position 1. Cela pourrait déclencher le témoin d'anomalie (MIL).	Les concessionnaires mettront à niveau le module de commande du moteur et remplacer le capteur de NOx 1 sur tous les véhicules pour lesquels cette pièce n'a pas été remplacée lors de la campagne de rappel ECR-G0001-15-005.	3,093

\* Based on information provided by the company.

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\* Basé sur l'information soumise par l'entreprise.

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-H0003-17-001	Hyundai Auto Canada Corp.	06-Feb-2017	2011, 2012, 2013, 2014, 2015 Hyundai Sonata Hybrid 2.4L 2012, 2013, 2014, 2015, 2016 Hyundai Veloster 1.6L GDI 2013, 2014, 2015, 2016 Hyundai Veloster 1.6L T-GDI	On certain vehicles, the evaporative emissions charcoal canister could crack. This could illuminate the malfunction indicator lamp and cause an increase in evaporative emissions (the release of fuel vapours).	Dealers will inspect the evaporative canister assembly. The evaporative canister or its mounting will be replaced with the revised components, as required.	24,250
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-H0003-17-001	Hyundai Auto Canada Corp.	06-Feb-2017	2011, 2012, 2013, 2014, 2015 Hyundai Sonata Hybrid 2.4L 2012, 2013, 2014, 2015, 2016 Hyundai Veloster 1.6L GDI 2013, 2014, 2015, 2016 Hyundai Veloster 1.6L T-GDI	Sur certains véhicules, le réservoir de charbon activé de gaz d'évaporation peut se fissurer. Le voyant d'anomalie peut alors s'allumer et augmenter les gaz d'évaporation (la décharge de vapeurs de carburant).	Les concessionnaires inspecteront l'absorbeur de vapeurs de carburant. L'absorbeur de vapeurs ou son support sera remplacé par des composantes révisées, au besoin.	24,250

\* Based on information provided by the company.

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-H0003-17-002	Hyundai Auto Canada Corp.	10-Feb-2017	2011, 2012, 2013 Hyundai Elantra 2011, 2012, 2013 Hyundai Elantra Coupe 2011, 2012, 2013 Hyundai Elantra GT	On certain vehicles equipped with a 1.8L engine, the engine management software may contain incorrect parameters. This could increase tailpipe emissions of nitrogen oxides.	Dealers will update the Electronic Control Unit (ECU) with the improved software.	138,449
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-H0003-17-002	Hyundai Auto Canada Corp.	10-Feb-2017	2011, 2012, 2013 Hyundai Elantra 2011, 2012, 2013 Hyundai Elantra Coupe 2011, 2012, 2013 Hyundai Elantra GT	Sur certaines véhicules munies d'un moteur de 1,8 L, le logiciel de gestion du moteur peut contenir des paramètres erronés. Cela pourrait faire augmenter les émissions d'oxyde d'azote.	Les concessionnaires mettront à niveau le module de commande électronique (ECU) à l'aide du logiciel amélioré.	138,449

\* Based on information provided by the company.

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-V0011-17-001	Volvo Group Trucks Technology	10-Feb-2017	2017 Mack Titan 2017 Volvo VNL 2017 Volvo VNX	On certain vehicles, some of the on-board diagnostic monitors may fail to illuminate the malfunction indicator lamp. As a result, the vehicle operator may not be alerted if an increase in tailpipe emissions of regulated air pollutants occurred.	Dealers will reprogram the engine control module.	165
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-V0011-17-001	Volvo Group Trucks Technology	10-Feb-2017	2017 Mack Titan 2017 Volvo VNL 2017 Volvo VNX	Sur certains véhicules, certains des contrôles de diagnostic installés pourraient ne pas allumer le voyant de mauvais fonctionnement. En conséquence, le conducteur pourrait ne pas être alerté en cas d'augmentation des émissions à l'échappement de polluants atmosphériques réglementés.	Les concessionnaires reprogrammeront le module de commande du moteur.	165

\* Based on information provided by the company.

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-V0011-17-002	Volvo Group Trucks Technology	10-Feb-2017	2013, 2014 Prevost H3 Coach 2013, 2014 Prevost H3-45 V.I.P 2013, 2014 Prevost X3 Coach 2013, 2014 Prevost X3-45 V.I.P 2013, 2014 Prevost X3-45 V.I.P Entertainer 2013, 2014 Prevost XL2-45 Entertainer 2013, 2014, 2015 Mack Granite (GU) 2013, 2014, 2015 Mack Pinnacle (CHU, CXU) 2013, 2014, 2015 Mack TerraPro (MRU) 2014 Volvo 9700 2014, 2015 Volvo VAH 2014, 2015 Volvo VHD 2014, 2015 Volvo VNL 2014, 2015 Volvo VNM	On certain vehicles, some of the on-board diagnostic monitors may fail to illuminate the malfunction indicator lamp. As a result, the vehicle operator may not be alerted if an increase in tailpipe emissions of regulated air pollutants occurred.	Dealers will reprogram the engine control module.	38,237
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-V0011-17-002	Volvo Group Trucks Technology	10-Feb-2017	2013, 2014 Prevost H3 Coach 2013, 2014 Prevost H3-45 V.I.P 2013, 2014 Prevost X3 Coach 2013, 2014 Prevost X3-45 V.I.P 2013, 2014 Prevost X3-45 V.I.P Entertainer 2013, 2014 Prevost XL2-45 Entertainer 2013, 2014, 2015 Mack Granite (GU) 2013, 2014, 2015 Mack Pinnacle (CHU, CXU) 2013, 2014, 2015 Mack TerraPro (MRU) 2014 Volvo 9700 2014, 2015 Volvo VAH 2014, 2015 Volvo VHD 2014, 2015 Volvo VNL 2014, 2015 Volvo VNM	Sur certains véhicules, certains des contrôles de diagnostic installés pourraient ne pas allumer le voyant de mauvais fonctionnement. En conséquence, le conducteur pourrait ne pas être alerté en cas d'augmentation des émissions à l'échappement de polluants atmosphériques réglementés.	Les concessionnaires reprogrammeront le module de commande du moteur.	38,237

\* Based on information provided by the company.

Note: Some notifications apply to a subset of vehicles and engines. If you have not received notification from the company and your vehicle / engine is within a make, model, or model year group listed in the summary, you may contact the company or your local authorized dealer to determine whether the notification in question applies to your vehicle / engine.

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-Y0003-17-001	Yanmar America Corporation	17-Feb-2017	2013, 2014, 2015, 2016 Hitachi ZX50U-5N 2013, 2014, 2015, 2016 John Deere 50G	On certain machines equipped with a Yanmar 4TNV88C diesel engine, the differential pressure sensor may malfunction due to excessive vibration. This will activate the fail-safe function of the ECU in order to protect the engine and aftertreatment system, which may derate the engine and could cause tailpipe emissions to exceed the prescribed standards.	Dealers will relocate the pressure sensor and install a new mounting bracket.	80

Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-Y0003-17-001	Yanmar America Corporation	17-Feb-2017	2013, 2014, 2015, 2016 Hitachi ZX50U-5N 2013, 2014, 2015, 2016 John Deere 50G	Sur certains véhicules équipés d'un moteur diesel Yanmar 4TNV88C, l'excès de vibrations pourrait empêcher le capteur de pression différentielle de fonctionner correctement. Cette anomalie aura pour effet d'activer la commande de sûreté intégrée du module de commande électronique (ECU) afin de protéger le moteur et le système de post-traitement, ce qui pourrait réduire la puissance nominale du moteur et causer une augmentation des émissions d'échappement au-delà des normes prescrites.	Les concessionnaires déplaceront le capteur de pression et installer un nouveau support de montage.	80

\* Based on information provided by the company.

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Message

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**From:** Info Véhicule et Moteur / Vehicle and Engine Info (EC) [ec.infovehiculeetmoteur-vehicleandengineinfo.ec@canada.ca]  
**Sent:** 1/12/2017 7:58:38 PM  
**To:** Info Véhicule et Moteur / Vehicle and Engine Info (EC) [ec.infovehiculeetmoteur-vehicleandengineinfo.ec@canada.ca]  
**Subject:** Summary Report - October 1 to December 31, 2016  
**Attachments:** Summary Report - October 1 to December 31, 2016.pdf

*(French message follows)*

Dear recipient,

Attached for your information is a summary of notices of defect and other notifications received by Environment and Climate Change Canada for the period of October 1, 2016 to December 31, 2016.

Should you have any questions regarding this summary or wish to have your name removed from our distribution list, please do not hesitate to contact us.

Regulatory Administration Section  
Transportation Division  
Environment and Climate Change Canada

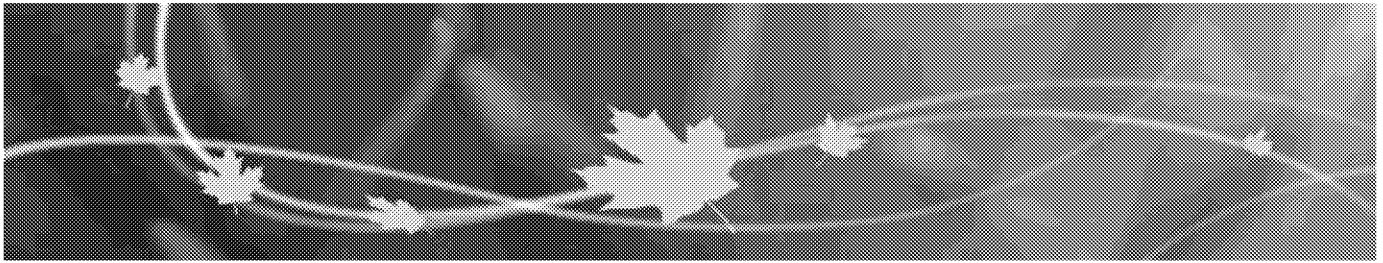
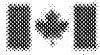
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Cher/Chère récipiendaire,

Vous trouverez ci-joint, à titre d'information, un résumé des avis de défaut et autres notifications reçus par Environnement et Changement climatique Canada pour la période du 1er octobre 2016 au 31 décembre 2016.

Si vous avez des questions au sujet de ce résumé ou si vous désirez que votre nom soit retiré de notre liste d'envoi, n'hésitez pas à communiquer avec nous.

Section de l'administration réglementaire  
Division des transports  
Environnement et Changement climatique Canada



This document is produced by the Transportation Division of Environment and Climate Change Canada (ECCC). It contains basic information summarizing notices of defect and other company notifications submitted to ECCC during the period of October 1, 2016 to December 31, 2016.

The purpose of the document is to disseminate information pertaining to emission-related issues on vehicles, vessels, and engines.

Please note that some details may not have been made available by the companies at the time of their submissions. If this is the case, certain fields will appear blank. Incomplete tables will be updated once the information becomes available.

Le présent document a été préparé par la Division des transports d'Environnement et Changement climatique Canada (ECCC). Il contient des renseignements de base résumant les avis de défaut et autres notifications soumis à ECCC par les entreprises durant la période du 1 octobre 2016 au 31 décembre 2016.

Le document a pour but de diffuser des informations relatives aux problèmes liés aux émissions des véhicules, bâtiments et moteurs.

Veuillez noter que certaines informations peuvent ne pas avoir été incluses dans les avis ou autres notifications au moment où ils ont été soumis par les entreprises. Si tel est le cas, certains champs seront vides. Les tableaux incomplets seront mis à jour dès que l'information sera disponible.

Transportation Division  
Regulatory Administration Section  
351 St. Joseph Blvd.  
Gatineau, QC K1A 0H3

Division des transports  
Section de l'administration réglementaire  
351 boul. St. Joseph  
Gatineau, QC K1A 0H3



**Quarterly Summary** (for the period of October 1, 2016 to December 31, 2016)  
**Aperçu trimestriel** (pour la période du 1 octobre 2016 au 31 décembre 2016)

Reference Number	Company	Date ECCC notified	Estimated Number
Numéro de référence	Entreprise	Date que ECCC fut avisé	Nombre estimé
ECR-C0002-16-003	FCA Canada Inc.	18-Nov-2016	3,634
ECR-C0002-16-004	FCA Canada Inc.	01-Dec-2016	6,100
ECR-F0001-16-003	Ford Motor Company of Canada, Ltd	18-Nov-2016	619
ECR-F0001-16-004	Ford Motor Company of Canada, Ltd	06-Dec-2016	250
ECR-F0001-16-005	Ford Motor Company of Canada, Ltd	08-Dec-2016	40
ECR-H0001-16-001	Honda Canada Inc.	14-Nov-2016	4,431
ECR-K0004-16-002	Kia Canada Inc.	27-Oct-2016	63,048
ECR-K0027-16-002	Kobelco Construction Machinery U.S.A. Inc.	15-Dec-2016	63
ECR-M0002-16-007	Mercedes-Benz Canada Inc.	06-Oct-2016	11,837
ECR-P0009-16-005	PACCAR Inc.	11-Nov-2016	2,296
ECR-P0009-16-006	PACCAR Inc.	28-Nov-2016	281
ECR-V0002-16-008	Volkswagen Group Canada, Inc.	15-Nov-2016	48,292
ECR-V0002-16-009	Volkswagen Group Canada, Inc.	23-Nov-2016	6,752
ECR-W0001-16-001	Wacker Neuson Corporation	25-Oct-2016	14
ECR-Y0003-16-002	Yanmar America Corporation	08-Dec-2016	400
<b>Total Number of Notices:</b> <b>Nombre total d'avis:</b>		<b>15</b>	<b>Total Number of Affected Vehicles/Engines:</b> <b>Nombre total de véhicules ou moteurs affectés:</b> 148,057

Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-C0002-16-003	FCA Canada Inc.	18-Nov-2016	2013 RAM 2500	On certain vehicles equipped with a Cummins 6.7L turbo diesel engine, the selective catalytic reduction (SCR) performance may deteriorate over time. This could increase tailpipe emissions of nitrogen oxide.	Dealers will replace the SCR assembly with an improved version.	3,634
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-C0002-16-003	FCA Canada Inc.	18-Nov-2016	2013 RAM 2500	Sur certains véhicules munis d'un moteur turbo diesel Cummins de 6,7 L, la performance du système de réduction catalytique sélective peut se détériorer au fil du temps. Cela pourrait faire augmenter les émissions d'oxyde d'azote produites par le véhicule.	Les concessionnaires remplaceront l'ensemble de réduction catalytique sélective avec une version améliorée.	3,634

\* Based on information provided by the company.

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-C0002-16-004	FCA Canada Inc.	01-Dec-2016	2014, 2015 RAM 2500	On certain vehicles equipped with a Cummins 6.7L turbo diesel engine, the selective catalytic reduction (SCR) performance may deteriorate over time. This could increase tailpipe emissions of nitrogen oxide.	Dealers will replace the SCR assembly with an improved version.	6,100
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-C0002-16-004	FCA Canada Inc.	01-Dec-2016	2014, 2015 RAM 2500	Sur certains véhicules munis d'un moteur turbo diesel Cummins de 6,7 L, la performance du système de réduction catalytique sélective peut se détériorer au fil du temps. Cela pourrait faire augmenter les émissions d'oxyde d'azote produites par le véhicule.	Les concessionnaires remplaceront l'ensemble de réduction catalytique sélective avec une version améliorée.	6,100

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-F0001-16-003	Ford Motor Company of Canada, Ltd	18-Nov-2016	2017 Ford Fusion 2017 Lincoln MKZ	On certain Fusion Hybrid, Fusion Energi, and MKZ Hybrid vehicles, a software error could cause the evaporative emission leak test monitor to stop functioning. As a result, the vehicle operator would not be alerted of an evaporative emission (fuel vapour) leak.	Dealers will reprogram the powertrain control module.	619
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-F0001-16-003	Ford Motor Company of Canada, Ltd	18-Nov-2016	2017 Ford Fusion 2017 Lincoln MKZ	Sur certains véhicules Fusion hybride, Fusion Energi et MKZ hybride, une erreur de logiciel pourrait faire cesser de fonctionner le dispositif de recherche de fuites de vapeur de carburant. Par conséquent, l'opérateur du véhicule ne serait pas averti d'une fuite de vapeur de carburant.	Les concessionnaires reprogrammeront le module de commande du groupe motopropulseur.	619

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-F0001-16-004	Ford Motor Company of Canada, Ltd	06-Dec-2016	2014, 2015 Ford Transit	On certain vehicles, the malfunction indicator lamp may not illuminate when some emissions monitors detect that a system fault is present. As a result, the vehicle operator would not be alerted of a potential increase in tailpipe emission of regulated air pollutants.	Dealers will reprogram the powertrain control module.	250
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-F0001-16-004	Ford Motor Company of Canada, Ltd	06-Dec-2016	2014, 2015 Ford Transit	Sur certains véhicules, le témoin d'anomalie du moteur peut ne pas s'allumer lorsque certains mécanismes de surveillance des émissions polluantes détectent un défaut dans le système. Par conséquent, l'opérateur du véhicule ne serait pas averti d'une augmentation potentielle des émissions d'échappement de polluants atmosphériques réglementés.	Les concessionnaires reprogrammeront le module de commande du groupe motopropulseur.	250

\* Based on information provided by the company.

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-F0001-16-005	Ford Motor Company of Canada, Ltd	08-Dec-2016	2016 Ford Transit Connect	On certain vehicles, the fuel filler pipe identification ring was incorrectly labeled for E85 fuel usage. The consumption of E85 fuel in vehicles intended for conventional gasoline may result in rough engine running and the illumination of the malfunction indicator lamp.	Dealers will inspect the fuel filler identification ring and, if necessary, remove the "E85" text.	40
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-F0001-16-005	Ford Motor Company of Canada, Ltd	08-Dec-2016	2016 Ford Transit Connect	Sur certains véhicules, l'anneau d'identification du tuyau de remplissage de carburant a été étiqueté incorrectement pour utilisation du carburant E85. La consommation du carburant E85 dans des véhicules pour lesquels l'essence traditionnelle est prévue pourrait faire fonctionner le moteur de manière irrégulière et faire illuminer le voyant d'anomalie.	Les concessionnaires inspecteront l'anneau d'identification du tuyau de remplissage de carburant et, au besoin, enlèveront le texte « E85 ».	40

\* Based on information provided by the company.

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-H0001-16-001	Honda Canada Inc.	14-Nov-2016	2017 Honda HR-V	On certain vehicles, the engine management software may not function as intended when a warm engine is restarted. This could increase tailpipe emission of regulated air pollutants.	Dealers will reprogram the powertrain control module.	4,431
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-H0001-16-001	Honda Canada Inc.	14-Nov-2016	2017 Honda HR-V	Sur certains véhicules, le logiciel de gestion du moteur peut ne pas fonctionner comme prévu lorsqu'un moteur chaud est redémarré. Cela pourrait faire augmenter les émissions d'échappement de polluants atmosphériques réglementés.	Les concessionnaires reprogrammeront le module de commande du groupe motopropulseur.	4,431

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-K0004-16-002	Kia Canada Inc.	27-Oct-2016	2009, 2010, 2011, 2012 Kia Rondo 2009, 2010, 2011, 2012, 2013, 2014 Kia Sedona 2011, 2012, 2013, 2014, 2015 Kia Optima 2011, 2012, 2013, 2014, 2015 Kia Optima Hybrid	On certain vehicles, the evaporative emissions charcoal canister could crack. This could illuminate the malfunction indicator lamp and cause an increase in evaporative emissions (the release of fuel vapours).	Dealers will inspect the evaporative canister assembly. If the canister is cracked, it will be replaced with an improved version. If no crack is found, a new canister bracket will be installed.	63,048
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-K0004-16-002	Kia Canada Inc.	27-Oct-2016	2009, 2010, 2011, 2012 Kia Rondo 2009, 2010, 2011, 2012, 2013, 2014 Kia Sedona 2011, 2012, 2013, 2014, 2015 Kia Optima 2011, 2012, 2013, 2014, 2015 Kia Optima Hybrid	Sur certains véhicules, le réservoir de charbon activé de gaz d'évaporation peut se fissurer. Le voyant d'anomalie peut alors s'allumer et augmenter les gaz d'évaporation (la décharge de vapeurs de carburant).	Les concessionnaires inspecteront l'assemblage du réservoir de gaz d'évaporation. Si le réservoir est fissuré, il devra être remplacé par une version améliorée. S'il n'y a pas de fissures, un nouveau support de réservoir sera installé.	63,048

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-K0027-16-002	Kobelco Construction Machinery U.S.A. Inc.	15-Dec-2016	2012, 2013, 2014, 2015 Kobelco ED160 BR 2012, 2013, 2014, 2015 Kobelco SK140SRLC	On certain excavators equipped with an MHIET D04EG diesel engine, the turbocharger bearing may not receive adequate lubrication if the engine is accelerated immediately after start-up. This could eventually result in turbocharger bearing failure, which would prevent engine operation.	Dealer will reprogram the engine control unit and install a revised oil supply line. If the turbocharger is damaged, it will be replaced with an updated version.	63
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-K0027-16-002	Kobelco Construction Machinery U.S.A. Inc.	15-Dec-2016	2012, 2013, 2014, 2015 Kobelco ED160 BR 2012, 2013, 2014, 2015 Kobelco SK140SRLC	Sur certaines excavatrices munies d'un moteur diesel MHIET D04EG, le palier du turbocompresseur peut ne pas recevoir une lubrification suffisante si le moteur est accéléré immédiatement après le démarrage. Cela pourrait éventuellement entraîner une défaillance du palier du turbocompresseur, ce qui empêcherait le fonctionnement du moteur.	Les concessionnaires reprogrammeront le module de commande du moteur et installeront une conduite d'alimentation en huile révisée. Si le turbocompresseur est endommagé, il sera remplacé par une version mise à jour.	63

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-M0002-16-007	Mercedes-Benz Canada Inc.	06-Oct-2016	2010, 2011, 2012, 2013, 2014 Mercedes Sprinter	On certain Sprinter 2500 and 3500 vehicles, the exhaust gas recirculation (EGR) valve could malfunction. This could illuminate the malfunction indicator lamp (MIL) and activate the "limp home" mode by reducing available engine power. It may also cause tailpipe emissions of nitrogen oxide to exceed the prescribed limit.	Mercedes will extend the warranty on the EGR valve to 10 years or 192,000 km, whichever occurs first.	11,837
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-M0002-16-007	Mercedes-Benz Canada Inc.	06-Oct-2016	2010, 2011, 2012, 2013, 2014 Mercedes Sprinter	Sur certains véhicules Sprinter 2500 et 3500, la soupape de recyclage des gaz d'échappement pourrait mal fonctionner. Par conséquent, le voyant d'anomalie pourrait s'allumer et le mode de perte de puissance pourrait être activé au moyen d'une réduction de la puissance disponible du moteur. De plus, les émissions d'oxyde d'azote au niveau du tuyau d'échappement pourraient dépasser la limite établie.	Mercedes prolongera la garantie sur la soupape de recyclage des gaz d'échappement jusqu'à 10 ans ou 192 000 km, selon la première de ces éventualités.	11,837

\* Based on information provided by the company.

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-P0009-16-005	PACCAR Inc.	11-Nov-2016	2012, 2013 Kenworth T660 2012, 2013 Kenworth T680 2012, 2013 Kenworth T700 2012, 2013 Kenworth T800 2012, 2013 Kenworth W900 2012, 2013, 2014 Peterbilt 365 2012, 2013, 2014 Peterbilt 367 2012, 2013, 2014 Peterbilt 384 2012, 2013, 2014 Peterbilt 386 2012, 2013, 2014 Peterbilt 388 2012, 2013, 2014 Peterbilt 389 2012, 2013, 2014 Peterbilt 579 2012, 2013, 2014 Peterbilt 587	On certain vehicles, the exhaust gas recirculation (EGR) pressure difference sensor could malfunction. This could illuminate the malfunction indicator lamp and cause an increase in tailpipe emissions of nitrogen oxide.	Dealers will replace the EGR pressure difference sensor with an improved version.	2,296

Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-P0009-16-005	PACCAR Inc.	11-Nov-2016	2012, 2013 Kenworth T660 2012, 2013 Kenworth T680 2012, 2013 Kenworth T700 2012, 2013 Kenworth T800 2012, 2013 Kenworth W900 2012, 2013, 2014 Peterbilt 365 2012, 2013, 2014 Peterbilt 367 2012, 2013, 2014 Peterbilt 384 2012, 2013, 2014 Peterbilt 386 2012, 2013, 2014 Peterbilt 388 2012, 2013, 2014 Peterbilt 389 2012, 2013, 2014 Peterbilt 579 2012, 2013, 2014 Peterbilt 587	Sur certains véhicules, le capteur de différence de pression de la soupape de recirculation des gaz d'échappement peut mal fonctionner. Cela pourrait faire s'allumer le voyant d'anomalie et causer une augmentation des émissions d'oxyde d'azote de l'échappement.	Les concessionnaires remplaceront le capteur de différence de pression de la soupape de recirculation des gaz d'échappement avec une version améliorée.	2,296

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-P0009-16-006	PACCAR Inc.	28-Nov-2016	2011, 2012, 2013, 2014 Kenworth T660 2011, 2012, 2013, 2014 Kenworth T680 2011, 2012, 2013, 2014 Kenworth T700 2011, 2012, 2013, 2014 Kenworth T800 2011, 2012, 2013, 2014 Kenworth V900 2011, 2012, 2013, 2014 Peterbilt 365 2011, 2012, 2013, 2014 Peterbilt 367 2011, 2012, 2013, 2014 Peterbilt 384 2011, 2012, 2013, 2014 Peterbilt 386 2011, 2012, 2013, 2014 Peterbilt 387 2011, 2012, 2013, 2014 Peterbilt 388 2011, 2012, 2013, 2014 Peterbilt 389 2011, 2012, 2013, 2014 Peterbilt 579 2011, 2012, 2013, 2014 Peterbilt 587	On certain vehicles, the engine control module may have been reprogrammed with incorrect software during a service procedure at a repair facility. The incorrect software calibration could lead to malfunctions during diesel particulate filter (DPF) regeneration and/or accelerated wear of emission control components.	Dealers will reprogram the engine control module.	281
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-P0009-16-006	PACCAR Inc.	28-Nov-2016	2011, 2012, 2013, 2014 Kenworth T660 2011, 2012, 2013, 2014 Kenworth T680 2011, 2012, 2013, 2014 Kenworth T700 2011, 2012, 2013, 2014 Kenworth T800 2011, 2012, 2013, 2014 Kenworth V900 2011, 2012, 2013, 2014 Peterbilt 365 2011, 2012, 2013, 2014 Peterbilt 367 2011, 2012, 2013, 2014 Peterbilt 384 2011, 2012, 2013, 2014 Peterbilt 386 2011, 2012, 2013, 2014 Peterbilt 387 2011, 2012, 2013, 2014 Peterbilt 388 2011, 2012, 2013, 2014 Peterbilt 389 2011, 2012, 2013, 2014 Peterbilt 579 2011, 2012, 2013, 2014 Peterbilt 587	Sur certains véhicules, le module de commande du moteur peut avoir été reprogrammé avec un logiciel incorrect lors d'une procédure de service dans un atelier de réparation. L'étalonnage incorrect du logiciel peut occasionner des défaillances durant la régénération du filtre à particules diesel et/ou de l'usure accélérée des composants du système de contrôle des émissions.	Les concessionnaires reprogrammeront le module de commande du moteur.	281

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-V0002-16-008	Volkswagen Group Canada, Inc.	15-Nov-2016	2011, 2012, 2013, 2014, 2015 Audi A8 2012, 2013, 2014, 2015 Audi A6 2012, 2013, 2014, 2015 Audi A7 2012, 2013, 2014, 2015 Audi Q5 2012, 2013, 2014, 2015 Audi S4 2012, 2013, 2014, 2015 Audi S5 2013, 2014, 2015 Audi A4 2013, 2014, 2015 Audi A4 Allroad 2013, 2014, 2015 Audi A5 2013, 2014, 2015 Audi Q5 Hybrid 2013, 2014, 2015 Audi S6 2013, 2014, 2015 Audi S7 2013, 2014, 2015 Audi S8 2014, 2015 Audi RS7 2014, 2015 Audi SQ5 2015 Audi A3 2015 Audi A8 L 2015 Audi Q3 2015 Audi S3 2015 Audi TT 2015 Audi TTS	On certain vehicles, the natural vacuum leak detection (NVLD) pressure switch may become contaminated with dust, causing the malfunction indicator lamp to illuminate. This could prevent the vehicle from successfully completing a provincial emissions inspection.	Audi will extend the warranty on the NVLD pressure switch to 10 years or 193,000 km, whichever occurs first.	48,292

Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-V0002-16-008	Volkswagen Group Canada, Inc.	15-Nov-2016	2011, 2012, 2013, 2014, 2015 Audi A8 2012, 2013, 2014, 2015 Audi A6 2012, 2013, 2014, 2015 Audi A7 2012, 2013, 2014, 2015 Audi Q5 2012, 2013, 2014, 2015 Audi S4 2012, 2013, 2014, 2015 Audi S5 2013, 2014, 2015 Audi A4 2013, 2014, 2015 Audi A4 Allroad 2013, 2014, 2015 Audi A5 2013, 2014, 2015 Audi Q5 Hybrid 2013, 2014, 2015 Audi S6 2013, 2014, 2015 Audi S7 2013, 2014, 2015 Audi S8 2014, 2015 Audi RS7 2014, 2015 Audi SQ5 2015 Audi A3 2015 Audi A8 L 2015 Audi Q3 2015 Audi S3 2015 Audi TT 2015 Audi TTS	Sur certains véhicules, le manocapteur du capteur de fuite de dépression pourrait être contaminé par la poussière, ce qui ferait allumer le voyant d'anomalie. Cela pourrait faire en sorte que le véhicule échoue une inspection antipollution provinciale.	Audi prolongera la garantie du manocapteur du capteur de fuite de dépression jusqu'à 10 ans ou 193 000 km, selon la première éventualité.	48,292

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-V0002-16-009	Volkswagen Group Canada, Inc.	23-Nov-2016	2014, 2015 Audi A6 2014, 2015 Audi A7 2014, 2015 Audi A8 2014, 2015 Audi Q5 2014, 2015 Audi Q7	On certain vehicles equipped with a diesel engine, the temperature sensor in the exhaust gas recirculation (EGR) cooler could malfunction. This could illuminate the malfunction indicator lamp and cause tailpipe emissions of nitrogen oxide to exceed the prescribed limit.	Audi will extend the warranty on the EGR cooler temperature sensor to 10 years or 193,000 km, whichever occurs first.	6,752
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-V0002-16-009	Volkswagen Group Canada, Inc.	23-Nov-2016	2014, 2015 Audi A6 2014, 2015 Audi A7 2014, 2015 Audi A8 2014, 2015 Audi Q5 2014, 2015 Audi Q7	Sur certains véhicules munis d'un moteur diesel, le capteur de température du refroidisseur de gaz d'échappement de recirculation peut ne pas fonctionner correctement. Cela pourrait faire s'allumer le voyant d'anomalie et faire en sorte que les émissions d'oxyde d'azote, à l'échappement, dépassent les limites légales.	Audi prolongera la garantie du capteur de température du refroidisseur de gaz d'échappement de recirculation jusqu'à 10 ans ou 193 000 km, selon la première éventualité.	6,752

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-W0001-16-001	Wacker Neuson Corporation	25-Oct-2016	2014 Wacker Neuson WL60 2014 Wacker Neuson WL60T	On certain wheel loaders, the engine lacks the required emission control information label.	A Wacker Neuson service technician will go to the machine's location and install an emission control information label.	14
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-W0001-16-001	Wacker Neuson Corporation	25-Oct-2016	2014 Wacker Neuson WL60 2014 Wacker Neuson WL60T	Sur certaines chargeuses sur roues, le moteur ne contient pas l'étiquette d'information sur le contrôle des émissions.	Un technicien Wacker Neuson ira à l'emplacement de la machine et installera une étiquette d'information sur le contrôle des émissions.	14

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-Y0003-16-002	Yanmar America Corporation	08-Dec-2016	2013, 2014, 2015, 2016 Gehl R220 2013, 2014, 2015, 2016 Gehl R260 2013, 2014, 2015, 2016 Gehl RT210 GEN:2 2013, 2014, 2015, 2016 Gehl V270 GEN:2 2013, 2014, 2015, 2016 Gehl V330 GEN:2 2013, 2014, 2015, 2016 John Deere 244K-II 2013, 2014, 2015, 2016 John Deere 319E 2013, 2014, 2015, 2016 John Deere 320E 2013, 2014, 2015, 2016 John Deere 323E 2013, 2014, 2015, 2016 John Deere 324E 2013, 2014, 2015, 2016 John Deere 324K 2013, 2014, 2015, 2016 John Deere 326E 2013, 2014, 2015, 2016 Liebherr L509 2013, 2014, 2015, 2016 Liugong CLG375A 2013, 2014, 2015, 2016 Liugong CLG385B 2013, 2014, 2015, 2016 Mustang 2100RT NXT2 2013, 2014, 2015, 2016 Mustang 2200R 2013, 2014, 2015, 2016 Mustang 2600R 2013, 2014, 2015, 2016 Mustang 2700 NXT2 2013, 2014, 2015, 2016 Mustang 3300V NXT2 2013, 2014, 2015, 2016 Sampierana ES 95 TR4 2013, 2014, 2015, 2016 Sampierana ETL200 2013, 2014, 2015, 2016 Takeuchi TB280FR 2013, 2014, 2015, 2016 Takeuchi TB290 2013, 2014, 2015, 2016 TORO Groundsmaster 5900 (31698) 2013, 2014, 2015, 2016 TORO Groundsmaster 5910 (31599) 2013, 2014, 2015, 2016 Yanmar S220R-1 2013, 2014, 2015, 2016 Yanmar SV100-2A	On certain machines equipped with a Yanmar 4TNV98CT diesel engine, the engine management software may contain incorrect parameters. This could increase tailpipe emissions of nitrogen oxide and hydrocarbons when the engine is operated in high altitude (above 1500 meter) at specific engine speeds and loads.	Dealers will reprogram the engine control unit.	400

Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-Y0003-16-002	Yanmar America Corporation	08-Dec-2016	2013, 2014, 2015, 2016 Gehl R220 2013, 2014, 2015, 2016 Gehl R260 2013, 2014, 2015, 2016 Gehl RT210 GEN:2 2013, 2014, 2015, 2016 Gehl V270 GEN:2 2013, 2014, 2015, 2016 Gehl V330 GEN:2 2013, 2014, 2015, 2016 John Deere 244K-II 2013, 2014, 2015, 2016 John Deere 319E 2013, 2014, 2015, 2016 John Deere 320E 2013, 2014, 2015, 2016 John Deere 323E 2013, 2014, 2015, 2016 John Deere 324E 2013, 2014, 2015, 2016 John Deere 324K 2013, 2014, 2015, 2016 John Deere 326E 2013, 2014, 2015, 2016 Liebherr L509 2013, 2014, 2015, 2016 Liugong CLG375A 2013, 2014, 2015, 2016 Liugong CLG385B 2013, 2014, 2015, 2016 Mustang 2100RT NXT2	Sur certaines machines munies d'un moteur diesel Yanmar 4TNV98CT, le logiciel de gestion du moteur peut contenir des paramètres erronés. Cela pourrait faire augmenter les émissions d'oxyde d'azote et d'hydrocarbures produites par le moteur lors de l'utilisation en haute altitude (au-dessus de 1500 mètres) à des vitesses et charges spécifiques.	Les concessionnaires reprogrammeront le module de commande du moteur.	400

2013, 2014, 2015, 2016 Mustang 2200R  
2013, 2014, 2015, 2016 Mustang 2600R  
2013, 2014, 2015, 2016 Mustang 2700 NXT2  
2013, 2014, 2015, 2016 Mustang 3300V NXT2  
2013, 2014, 2015, 2016 Sampierana ES 95 TR4  
2013, 2014, 2015, 2016 Sampierana ETL200  
2013, 2014, 2015, 2016 Takeuchi TB280FR  
2013, 2014, 2015, 2016 Takeuchi TB290  
2013, 2014, 2015, 2016 TORO Groundsmaster 5900 (31698)  
2013, 2014, 2015, 2016 TORO Groundsmaster 5910 (31599)  
2013, 2014, 2015, 2016 Yanmar S220R-1  
2013, 2014, 2015, 2016 Yanmar SV100-2A

\* Based on information provided by the company.

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Nota : Certaines notifications s'appliquent à un sous-ensemble de véhicules ou de moteurs. Si vous n'avez reçu aucune notification de la part de l'entreprise et que votre véhicule / moteur correspond à une marque, modèle ou année de modèle figurant dans le résumé, vous pouvez communiquer avec l'entreprise ou votre concessionnaire local agréé afin de déterminer si la notification en question s'applique à votre véhicule / moteur

Message

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**From:** Info Véhicule et Moteur / Vehicle and Engine Info (EC) [ec.infovehiculeetmoteur-vehicleandengineinfo.ec@canada.ca]  
**Sent:** 10/11/2016 2:05:18 PM  
**To:** Info Véhicule et Moteur / Vehicle and Engine Info (EC) [ec.infovehiculeetmoteur-vehicleandengineinfo.ec@canada.ca]  
**Subject:** Summary Report - July 1 to September 30, 2016  
**Attachments:** Summary Report - July 1 to September 30, 2016.pdf

*(French message follows)*

Dear recipient,

Attached for your information is a summary of notices of defect and other notifications received by Environment and Climate Change Canada for the period of July 1, 2016 to September 30, 2016.

Should you have any questions regarding this summary or wish to have your name removed from our distribution list, please do not hesitate to contact us.

Regulatory Administration Section  
Transportation Division  
Environment and Climate Change Canada

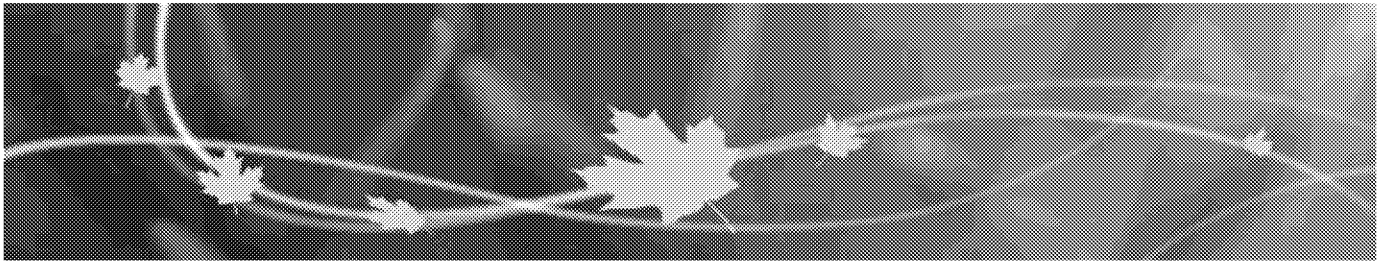
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Cher/Chère récipiendaire,

Vous trouverez ci-joint, à titre d'information, un résumé des avis de défaut et autres notifications reçus par Environnement et Changement climatique Canada pour la période du 1er juillet 2016 au 30 septembre 2016.

Si vous avez des questions au sujet de ce résumé ou si vous désirez que votre nom soit retiré de notre liste d'envoi, n'hésitez pas à communiquer avec nous.

Section de l'administration réglementaire  
Division des transports  
Environnement et Changement climatique Canada



This document is produced by the Transportation Division of Environment and Climate Change Canada (ECCC). It contains basic information summarizing notices of defect and other company notifications submitted to ECCC during the period of July 1, 2016 to September 30, 2016.

The purpose of the document is to disseminate information pertaining to emission-related issues on vehicles, vessels, and engines.

Please note that some details may not have been made available by the companies at the time of their submissions. If this is the case, certain fields will appear blank. Incomplete tables will be updated once the information becomes available.

Le présent document a été préparé par la Division des transports d'Environnement et Changement climatique Canada (ECCC). Il contient des renseignements de base résumant les avis de défaut et autres notifications soumis à ECCC par les entreprises durant la période du 1 juillet 2016 au 30 septembre 2016.

Le document a pour but de diffuser des informations relatives aux problèmes liés aux émissions des véhicules, bâtiments et moteurs.

Veuillez noter que certaines informations peuvent ne pas avoir été incluses dans les avis ou autres notifications au moment où ils ont été soumis par les entreprises. Si tel est le cas, certains champs seront vides. Les tableaux incomplets seront mis à jour dès que l'information sera disponible.

Transportation Division  
Regulatory Administration Section  
351 St. Joseph Blvd.  
Gatineau, QC K1A 0H3

Division des transports  
Section de l'administration réglementaire  
351 boul. St. Joseph  
Gatineau, QC K1A 0H3

**Quarterly Summary** (for the period of July 1, 2016 to September 30, 2016)  
**Aperçu trimestriel** (pour la période du 1 juillet 2016 au 30 septembre 2016)

Reference Number	Company	Date ECCC notified	Estimated Number
Numéro de référence	Entreprise	Date que ECCC fut avisé	Nombre estimé
ECR-B0001-16-005	BMW Canada Inc.	05-Aug-2016	19
ECR-C0002-16-002	FCA Canada Inc.	28-Sep-2016	260
ECR-F0001-16-002	Ford Motor Company of Canada, Ltd	27-Jul-2016	7
ECR-G0001-16-003	General Motors of Canada Company	08-Sep-2016	62
ECR-S0001-16-001	Subaru Canada, Inc.	27-Sep-2016	147
ECR-V0002-16-003	Volkswagen Group Canada, Inc.	18-Aug-2016	14,401
ECR-V0002-16-005	Volkswagen Group Canada, Inc.	19-Sep-2016	53
ECR-V0002-16-006	Volkswagen Group Canada, Inc.	29-Sep-2016	17,021
ECR-V0002-16-007	Volkswagen Group Canada, Inc.	29-Sep-2016	2,622
<b>Total Number of Notices:</b> <b>Nombre total d'avis:</b>		<b>Total Number of Affected Vehicles/Engines:</b> <b>Nombre total de véhicules ou moteurs affectés:</b>	<b>9</b> <b>34,592</b>

Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-B0001-16-005	BMW Canada Inc.	05-Aug-2016	2012, 2013 BMW 328i	On certain vehicles, engine oil may accumulate in the turbocharger turbine. On engine start-up, this could result in "white smoke" from the exhaust tailpipe, which could increase tailpipe emission of regulated air pollutants.	Dealers will replace the turbocharger oil feed line with a new part fitted with a non-return valve.	18
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-B0001-16-005	BMW Canada Inc.	05-Aug-2016	2012, 2013 BMW 328i	Sur certains véhicules, de l'huile moteur peut s'accumuler dans la turbine du turbocompresseur. Lors du démarrage du moteur, de la « fumée blanche » peut s'échapper du tuyau d'échappement, ce qui pourrait faire augmenter les émissions d'échappement de polluants atmosphériques réglementés.	Les concessionnaires devront remplacer la conduite d'alimentation en huile du turbocompresseur par une pièce neuve pourvue d'un clapet de non-retour	18

\* Based on information provided by the company.

Note: Some notifications apply to a subset of vehicles and engines. If you have not received notification from the company and your vehicle / engine is within a make, model, or model year group listed in the summary, you may contact the company or your local authorized dealer to determine whether the notification in question applies to your vehicle / engine.

\* Basé sur l'information soumise par l'entreprise.

Nota : Certaines notifications s'appliquent à un sous-ensemble de véhicules ou de moteurs. Si vous n'avez reçu aucune notification de la part de l'entreprise et que votre véhicule / moteur correspond à une marque, modèle ou année de modèle figurant dans le résumé, vous pouvez communiquer avec l'entreprise ou votre concessionnaire local agréé afin de déterminer si la notification en question s'applique à votre véhicule / moteur.



Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-C0002-16-002	FCA Canada Inc.	28-Sep-2016	2015, 2016 Alfa Romeo 4C	On certain vehicles, the emission control information label was not installed during the assembly process.	Labels will be mailed to owners of affected vehicles, along with instructions for proper installation.	260
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-C0002-16-002	FCA Canada Inc.	28-Sep-2016	2015, 2016 Alfa Romeo 4C	Sur certains véhicules, l'étiquette de contrôle des émissions n'a pas été installée au cours du processus d'assemblage.	Des étiquettes et des instructions permettant de les poser correctement seront envoyées par la poste aux propriétaires de véhicules visés.	260

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-F0001-16-002	Ford Motor Company of Canada, Ltd	27-Jul-2016	2015, 2016 Ford F-350 2015, 2016 Ford F-450 2015, 2016 Ford F-550	On certain cab chassis vehicles, the engine fuel injectors and high pressure fuel pump may have been replaced with incorrect components during a service repair procedure. This could cause emissions of certain regulated air pollutants to exceed the prescribed limit.	Dealers will inspect and, if necessary, replace the fuel injectors and high pressure fuel pump.	7
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-F0001-16-002	Ford Motor Company of Canada, Ltd	27-Jul-2016	2015, 2016 Ford F-350 2015, 2016 Ford F-450 2015, 2016 Ford F-550	Sur certains véhicules munis d'un châssis-cabine, les injecteurs de carburant du moteur et la pompe carburant haute pression peuvent avoir été remplacés par des pièces incorrectes lors d'une réparation. Cela pourrait faire en sorte que les émissions de certains polluants atmosphériques réglementés dépassent les limites légales.	Les concessionnaires devront inspecter et, si nécessaire, remplacer les injecteurs de carburant et la pompe carburant haute pression.	7

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-G0001-16-003	General Motors of Canada Company	08-Sep-2016	2016 Chevrolet Cruze	On certain vehicles, a turbocharger oil feed pipe fitting may not have been adequately tightened during vehicle assembly. This could cause an engine oil leak.	Dealers will inspect and, if necessary, replace the turbocharger oil feed pipe "Jiffy-Tite" fitting.	62
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-G0001-16-003	General Motors of Canada Company	08-Sep-2016	2016 Chevrolet Cruze	Sur certains véhicules, un raccord de la conduite d'alimentation en huile du turbocompresseur n'a peut-être pas été suffisamment serré lors de l'assemblage des véhicules. Cela pourrait causer une fuite d'huile moteur.	Les concessionnaires devront inspecter et, si nécessaire, remplacer le raccord « Jiffy-Tite » de la conduite d'alimentation en huile du turbocompresseur.	62

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-S0001-16-001	Subaru Canada, Inc.	27-Sep-2016	2010 Subaru Legacy	On certain vehicles, the emission control information label may inadvertently contain the word "AIR". This designation is only needed for vehicles equipped with a secondary air injection system.	Updated labels will be mailed to owners of affected vehicles, along with instructions for proper installation.	147
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-S0001-16-001	Subaru Canada, Inc.	27-Sep-2016	2010 Subaru Legacy	Sur certains véhicules, l'étiquette d'information de contrôle des émissions peut contenir le mot « AIR ». Cette désignation est seulement nécessaire pour des véhicules munis d'un système d'injection d'air secondaire.	Des étiquettes à jour et des instructions permettant de les poser correctement seront envoyées par la poste aux propriétaires de véhicules visés.	147

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-V0002-16-003	Volkswagen Group Canada, Inc.	18-Aug-2016	2012 Audi A6 quattro 2012 Audi A7 quattro 2012, 2013, 2014, 2015, 2016 Audi S4 2012, 2013, 2014, 2015, 2016 Audi S5 2013, 2014 Audi A8 2013, 2014, 2015, 2016 Audi Q5 2014, 2015 Audi A6 2014, 2015 Audi A7 2014, 2015, 2016 Audi SQ5	On certain vehicles equipped with a 3.0L TFSI engine, the engine management software may contain incorrect parameters. This could set unnecessary diagnostic trouble codes and illuminate the malfunction indicator lamp.	Dealers will reprogram the Engine Control Module.	14,401
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-V0002-16-003	Volkswagen Group Canada, Inc.	18-Aug-2016	2012 Audi A6 quattro 2012 Audi A7 quattro 2012, 2013, 2014, 2015, 2016 Audi S4 2012, 2013, 2014, 2015, 2016 Audi S5 2013, 2014 Audi A8 2013, 2014, 2015, 2016 Audi Q5 2014, 2015 Audi A6 2014, 2015 Audi A7 2014, 2015, 2016 Audi SQ5	Sur certains véhicules munis d'un moteur TFSI de 3,0L, le logiciel de gestion du moteur peut contenir des paramètres erronés. Cela pourrait créer des codes d'anomalie inutiles et illuminer le témoin d'anomalie.	Les concessionnaires reprogrammeront le module de commande du moteur.	14,401

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-V0002-16-005	Volkswagen Group Canada, Inc.	19-Sep-2016	2017 Audi R8	On certain vehicles, the emission control information label may incorrectly indicate compliance with "U.S. EPA – T2B5 LDV" instead of "U.S. EPA – IntT3B160".	Updated labels will be mailed to owners of affected vehicles, along with instructions for proper installation.	53
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-V0002-16-005	Volkswagen Group Canada, Inc.	19-Sep-2016	2017 Audi R8	Sur certains véhicules, l'étiquette d'information de contrôle des émissions peut indiquer incorrectement le respect en vertu de « U.S. EPA – T2B5 LDV » au lieu de « U.S. EPA – IntT3B160 ».	Des étiquettes à jour et des instructions permettant de les poser correctement seront envoyées par la poste aux propriétaires de véhicules visés.	53

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-V0002-16-006	Volkswagen Group Canada, Inc.	29-Sep-2016	2009, 2010, 2011, 2013, 2013, 2014, 2015, 2016 Volkswagen Touareg 2012, 2013, 2014 Volkswagen Passat	On certain vehicles equipped with a diesel engine, the diesel exhaust fluid (DEF) heater may become contaminated. This could illuminate the malfunction indicator lamp and cause tailpipe emissions of nitrogen oxide to exceed the prescribed limit.	Volkswagen will extend the warranty on the DEF heater to 10 years or 193,000 km, whichever occurs first.	17,021
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-V0002-16-006	Volkswagen Group Canada, Inc.	29-Sep-2016	2009, 2010, 2011, 2013, 2013, 2014, 2015, 2016 Volkswagen Touareg 2012, 2013, 2014 Volkswagen Passat	Sur certains véhicules munis d'un moteur diesel, le réchauffeur de fluide d'échappement diesel peut devenir contaminé. Cela pourrait faire s'allumer le voyant d'anomalie et faire en sorte que les émissions d'oxyde d'azote, à l'échappement, dépassent les limites légales.	Volkswagen prolongera la garantie du réchauffeur de fluide d'échappement diesel jusqu'à 10 ans ou 193 000 km, selon la première éventualité.	17,021

\* Based on information provided by the company.

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-V0002-16-007	Volkswagen Group Canada, Inc.	29-Sep-2016	2013, 2014 Volkswagen Touareg	On certain vehicles equipped with a diesel engine, the temperature sensor in the exhaust gas recirculation (EGR) cooler could malfunction. Also, the diesel exhaust fluid (DEF) heater may become contaminated. Both issues could illuminate the malfunction indicator lamp and cause tailpipe emissions of nitrogen oxide to exceed the prescribed limit.	Volkswagen will extend the warranty on the EGR cooler temperature sensor and the DEF heater to 10 years or 193,000 km, whichever occurs first.	2,622

Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-V0002-16-007	Volkswagen Group Canada, Inc.	29-Sep-2016	2013, 2014 Volkswagen Touareg	Sur certains véhicules munis d'un moteur diesel, le capteur de température du refroidisseur de gaz d'échappement de recirculation peut ne pas fonctionner correctement. De plus, le réchauffeur de fluide d'échappement diesel peut devenir contaminé. Ces deux problèmes pourraient faire s'allumer le voyant d'anomalie et faire en sorte que les émissions d'oxyde d'azote, à l'échappement, dépassent les limites légales.	Volkswagen prolongera la garantie du capteur de température du refroidisseur de gaz d'échappement de recirculation jusqu'à 10 ans ou 193 000 km, selon la première éventualité.	2,622

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Message

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**From:** Info Véhicule et Moteur / Vehicle and Engine Info (EC) [ec.infovehiculeetmoteur-vehicleandengineinfo.ec@canada.ca]  
**Sent:** 7/6/2016 7:20:37 PM  
**To:** Info Véhicule et Moteur / Vehicle and Engine Info (EC) [ec.infovehiculeetmoteur-vehicleandengineinfo.ec@canada.ca]  
**Subject:** Summary Report - April 1, 2016 to June 30, 2016  
**Attachments:** Summary Report - April 1 to June 30, 2016.pdf

*(French message follows)*

Dear recipient,

Attached for your information is a summary of notices of defect and other notifications received by Environment and Climate Change Canada for the period of January 1, 2016 to March 31, 2016.

Should you have any questions regarding this summary or wish to have your name removed from our distribution list, please do not hesitate to contact us.

Regulatory Administration Section  
Transportation Division  
Environment and Climate Change Canada

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Cher/Chère récipiendaire,

Vous trouverez ci-joint, à titre d'information, un résumé des avis de défaut et autres notifications reçus par Environnement et Changement climatique Canada pour la période du 1er janvier 2016 au 31 mars 2016.

Si vous avez des questions au sujet de ce résumé ou si vous désirez que votre nom soit retiré de notre liste d'envoi, n'hésitez pas à communiquer avec nous.

Section de l'administration réglementaire  
Division des transports  
Environnement et Changement climatique Canada



This document is produced by the Transportation Division of Environment and Climate Change Canada (ECCC). It contains basic information summarizing notices of defect and other company notifications submitted to ECCC during the period of April 1, 2016 to June 30, 2016.

The purpose of the document is to disseminate information pertaining to emission-related issues on vehicles, vessels, and engines.

Please note that some details may not have been made available by the companies at the time of their submissions. If this is the case, certain fields will appear blank. Incomplete tables will be updated once the information becomes available.

Le présent document a été préparé par la Division des transports d'Environnement et Changement climatique Canada (ECCC). Il contient des renseignements de base résumant les avis de défaut et autres notifications soumis à ECCC par les entreprises durant la période du 1 avril 2016 au 30 juin 2016.

Le document a pour but de diffuser des informations relatives aux problèmes liés aux émissions des véhicules, bâtiments et moteurs.

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351 St. Joseph Blvd.  
Gatineau, QC K1A 0H3

Division des transports  
Section de l'administration réglementaire  
351 boul. St. Joseph  
Gatineau, QC K1A 0H3



**Quarterly Summary** (for the period of April 1, 2016 to June 30, 2016)  
**Aperçu trimestriel** (pour la période du 1 avril 2016 au 30 juin 2016)

Reference Number	Company	Date ECCC notified	Estimated Number
Numéro de référence	Entreprise	Date que ECCC fut avisé	Nombre estimé
ECR-B0001-16-004	BMW Canada Inc.	03-Jun-2016	433
ECR-G0001-16-001	General Motors of Canada Company	11-May-2016	20,233
ECR-G0001-16-002	General Motors of Canada Company	29-Jun-2016	78
ECR-H0002-16-001	Hino Motors Canada, Ltd.	18-May-2016	257
ECR-H0002-16-002	Hino Motors Canada, Ltd.	18-May-2016	138
ECR-K0027-16-001	Kobelco Construction Machinery U.S.A. Inc.	17-Jun-2016	1
ECR-M0002-16-005	Mercedes-Benz Canada Inc.	06-Jun-2016	39
ECR-N0007-16-001	Navistar, Inc.	10-Jun-2016	3
ECR-S0047-16-001	Scania USA	14-Apr-2016	124
ECR-Y0003-16-001	Yanmar America Corporation	29-Apr-2016	83
<b>Total Number of Notices:</b> <b>Nombre total d'avis:</b>		<b>Total Number of Affected Vehicles/Engines:</b> <b>Nombre total de véhicules ou moteurs affectés:</b>	<b>21,389</b>
10			

Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-B0001-16-004	BMW Canada Inc.	03-Jun-2016	2009, 2010, 2011 BMW Z4	On certain vehicles, the software responsible for verifying readiness of emission control components may not function as intended. This could prevent the vehicle from successfully completing a provincial emissions inspection.	Dealers will reprogram the Engine Control Unit.	433
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-B0001-16-004	BMW Canada Inc.	03-Jun-2016	2009, 2010, 2011 BMW Z4	Sur certains véhicules, le logiciel qui vérifie l'état de préparation des composants de contrôle des émissions peut ne pas fonctionner comme prévu. Cela pourrait empêcher le véhicule de satisfaire à une analyse provinciale du système antipollution.	Les concessionnaires reprogrammeront le module de commande du moteur.	433

\* Based on information provided by the company.

Note: Some notifications apply to a subset of vehicles and engines. If you have not received notification from the company and your vehicle / engine is within a make, model, or model year group listed in the summary, you may contact the company or your local authorized dealer to determine whether the notification in question applies to your vehicle / engine.

\* Basé sur l'information soumise par l'entreprise.

Nota : Certaines notifications s'appliquent à un sous-ensemble de véhicules ou de moteurs. Si vous n'avez reçu aucune notification de la part de l'entreprise et que votre véhicule / moteur correspond à une marque, modèle ou année de modèle figurant dans le résumé, vous pouvez communiquer avec l'entreprise ou votre concessionnaire local agréé afin de déterminer si la notification en question s'applique à votre véhicule / moteur.



Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-G0001-16-001	General Motors of Canada Company	11-May-2016	2010, 2011 Chevrolet Equinox 2010, 2011 GMC Terrain	On certain vehicles, the high pressure fuel pump seal could fail, allowing fuel to leak into the engine crankcase. The crankcase ventilation system would then recirculate the blow-by gases to the engine air intake, making the gas-air mixture too combustible (rich). This could eventually lead to rough engine running, illumination of the Malfunction Indicator Lamp (MIL), and damage to the catalytic converter.	Dealers will replace the high pressure fuel pump assembly with an improved version.	20,233

Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-G0001-16-001	General Motors of Canada Company	11-May-2016	2010, 2011 Chevrolet Equinox 2010, 2011 GMC Terrain	Sur certains véhicules, le joint de la pompe à carburant haute pression pourrait présenter une défaillance, ce qui permettrait à du carburant de s'écouler dans le carter du moteur. Le système de ventilation du carter ferait alors circuler les gaz de fuite vers la prise d'air du moteur, ce qui rendrait le mélange de gaz et d'air trop combustible (riche). Par conséquent, le moteur pourrait fonctionner de manière irrégulière, le voyant d'anomalie (MIL) pourrait s'allumer et le convertisseur catalytique pourrait être endommagé.	Les concessionnaires remplaceront la pompe à carburant haute pression par une pompe améliorée.	20,233

\* Based on information provided by the company.

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\* Basé sur l'information soumise par l'entreprise.

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-G0001-16-002	General Motors of Canada Company	29-Jun-2016	2016 Chevrolet Volt	On certain vehicles, the front fuel feed pipe may have been manufactured incorrectly, allowing fuel seepage from the crimp connections. This could cause evaporative emissions (the release of fuel vapours) to exceed the prescribed limit.	Dealers will inspect and, if necessary, replace the front fuel feed pipe.	78
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-G0001-16-002	General Motors of Canada Company	29-Jun-2016	2016 Chevrolet Volt	Sur certains véhicules, le tuyau d'alimentation en carburant avant pourrait avoir été mal fabriqué, ce qui permettrait une perte de carburant au niveau des raccords sertis. Par conséquent, les émissions d'évaporation (le rejet de vapeurs de carburant) pourraient dépasser la limite établie.	Les concessionnaires inspecteront le tuyau d'alimentation en carburant avant et, au besoin, le remplaceront.	78

\* Based on information provided by the company.

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-H0002-16-001	Hino Motors Canada, Ltd.	18-May-2016	2017 Hino 258 2017 Hino 268 2017 Hino 338 2017 Hino 358	On certain vehicles, the Engine Control Unit software may contain incomplete Particulate Matter (PM) sensor monitoring functions. A PM sensor that is not correctly monitoring Diesel Particulate Filter (DPF) condition may not detect DPF failure. This might cause tailpipe emissions of particulate matter to exceed the prescribed limit.	Dealers will reprogram the Engine Control Unit.	257
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-H0002-16-001	Hino Motors Canada, Ltd.	18-May-2016	2017 Hino 258 2017 Hino 268 2017 Hino 338 2017 Hino 358	Sur certains véhicules, le logiciel du moteur peut contenir des fonctions incomplètes sur la surveillance du capteur à particules. Un capteur qui ne surveille pas correctement les conditions du filtre à particules diesel (FPD) ne peut pas détecter une défaillance du FPD. Cela pourrait provoquer des émissions d'échappement de particules plus élevées que la limite prescrite.	Les concessionnaires reprogrammeront le module de commande du moteur.	257

\* Based on information provided by the company.

Note: Some notifications apply to a subset of vehicles and engines. If you have not received notification from the company and your vehicle / engine is within a make, model, or model year group listed in the summary, you may contact the company or your local authorized dealer to determine whether the notification in question applies to your vehicle / engine.

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-H0002-16-002	Hino Motors Canada, Ltd.	18-May-2016	2017 Hino 155 2017 Hino 165 2017 Hino 195 2017 Hino 195H	On certain vehicles, the Engine Control Unit software may contain incomplete Particulate Matter (PM) sensor monitoring functions. A PM sensor that is not correctly monitoring Diesel Particulate Filter (DPF) condition may not detect DPF failure. This might cause tailpipe emissions of particulate matter to exceed the prescribed limit.	Dealers will reprogram the Engine Control Unit.	138
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-H0002-16-002	Hino Motors Canada, Ltd.	18-May-2016	2017 Hino 155 2017 Hino 165 2017 Hino 195 2017 Hino 195H	Sur certains véhicules, le logiciel du moteur peut contenir des fonctions incomplètes sur la surveillance du capteur à particules. Un capteur qui ne surveille pas correctement les conditions du filtre à particules diesel (FPD) ne peut pas détecter une défaillance du FPD. Cela pourrait provoquer des émissions d'échappement de particules plus élevées que la limite prescrite.	Les concessionnaires reprogrammeront le module de commande du moteur.	138

\* Based on information provided by the company.

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-K0027-16-001	Kobelco Construction Machinery U.S.A. Inc.	17-Jun-2016	2015 Kobelco SK210LC-9	On this excavator, the emission control information label (for transition engines) was not installed during the assembly process.	The company will install the required label on the engine and on the excavator.	1
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-K0027-16-001	Kobelco Construction Machinery U.S.A. Inc.	17-Jun-2016	2015 Kobelco SK210LC-9	Sur cette excavatrice, l'étiquette d'information de contrôle des émissions (pour les moteurs de transition) n'a pas été installée au cours du processus d'assemblage.	L'entreprise installera l'étiquette requise sur le moteur et sur l'excavatrice.	1

\* Based on information provided by the company.

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\* Basé sur l'information soumise par l'entreprise.

Nota : Certaines notifications s'appliquent à un sous-ensemble de véhicules ou de moteurs. Si vous n'avez reçu aucune notification de la part de l'entreprise et que votre véhicule / moteur correspond à une marque, modèle ou année de modèle figurant dans le résumé, vous pouvez communiquer avec l'entreprise ou votre concessionnaire local agréé afin de déterminer si la notification en question s'applique à votre véhicule / moteur.

Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-M0002-16-005	Mercedes-Benz Canada Inc.	06-Jun-2016	2016 Mercedes-Benz Sprinter	On certain vehicles, the engine air intake hose may have been manufactured incorrectly. This could impact mass air flow calculations, which may lead to an incorrect exhaust gas recirculation (EGR) rate or cause the EGR valve to switch OFF. This may illuminate the malfunction indicator lamp (MIL) and activate the "limp home" mode by reducing available engine power. In some instances, it could cause tailpipe emissions of nitrogen oxide to exceed the prescribed limit.	Dealers will inspect and, if necessary, replace the air intake hose.	39
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-M0002-16-005	Mercedes-Benz Canada Inc.	06-Jun-2016	2016 Mercedes-Benz Sprinter	Sur certains véhicules, le tuyau d'admission d'air du moteur pourrait avoir été mal fabriqué. Ce problème pourrait avoir une incidence sur les calculs du débit d'air massique, ce qui pourrait causer un taux incorrect de recyclage des gaz d'échappement ou fermer la soupape de recyclage des gaz d'échappement. De plus, le voyant d'anomalie (MIL) pourrait s'allumer et le mode de perte de puissance (limp home) pourrait être activé au moyen d'une réduction de la puissance disponible du moteur. Dans certains cas, les émissions d'oxyde d'azote au niveau du tuyau d'échappement pourraient dépasser la limite établie.	Les concessionnaires inspecteront le tuyau d'admission d'air et, au besoin, le remplaceront.	39

\* Based on information provided by the company.

Note: Some notifications apply to a subset of vehicles and engines. If you have not received notification from the company and your vehicle / engine is within a make, model, or model year group listed in the summary, you may contact the company or your local authorized dealer to determine whether the notification in question applies to your vehicle / engine.

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-N0007-16-001	Navistar, Inc.	10-Jun-2016	2017 Navistar DuraStar 2017 Navistar WorkStar	On certain vehicles, the Diesel Exhaust Fluid (DEF) reservoir vent plug may not have been removed during the assembly process. Failure to vent the reservoir could cause an internal vacuum during vehicle operation, eventually inhibiting proper fluid flow. This may illuminate the malfunction indicator lamp (MIL) and activate the "limp home" mode by reducing available engine power. It may also cause tailpipe emissions of nitrogen oxide to exceed the prescribed limit.	Dealers will remove the DEF reservoir vent plug and install a vent hose.	3
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-N0007-16-001	Navistar, Inc.	10-Jun-2016	2017 Navistar DuraStar 2017 Navistar WorkStar	Sur certains véhicules, le bouchon de mise à l'air libre du réservoir de fluide d'échappement diesel pourrait ne pas avoir été retiré lors de l'assemblage. L'impossibilité de mettre à l'air libre le réservoir pourrait causer une dépression interne, ce qui empêcherait éventuellement la circulation du fluide. Par conséquent, le voyant d'anomalie (MIL) pourrait s'allumer et le mode de perte de puissance (limp home) pourrait être activé au moyen d'une réduction de la puissance disponible du moteur. De plus, les émissions d'oxyde d'azote au niveau du tuyau d'échappement pourraient dépasser la limite établie.	Les concessionnaires retireront le bouchon de mise à l'air libre du réservoir de fluide d'échappement diesel et installeront un tuyau de mise à l'air libre.	3

\* Based on information provided by the company.

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-S0047-16-001	Scania USA	14-Apr-2016	2014 Doosan DA30 2014 Doosan DA40 2014 Doosan DL350 2014 Doosan DL450 2014 Doosan DL550 2014 Doosan DX380 2014 Doosan DX490 2014 Doosan K350 2014 Doosan K400 2014 Doosan K450 2014 Doosan V30 2014 Terex Crane Explorer 5600 2014 Terex Crane Explorer 5800 2014 Terex MPS 1000 Maxtrak 2014 Terex Trucks TA400 2014, 2015 Doosan DL300 2014, 2015 Doosan DL420 2014, 2015 Doosan DX300 2014, 2015 Doosan DX350 2014, 2015 Doosan DX420 2014, 2015 Doosan DX530 2014, 2015 Doosan K300 2014, 2015 Terex Trucks TA300 2015 Doosan V34 2015 Ploeger AR-4BX 2015 Scania Industrial Engine DC09 085A 2015 Terex Finlay J-1160 2015 Terex Finlay J-1170	On certain machines equipped with a Scania diesel engine, the software meant to reduce (derate) available engine power in case of an emission component failure or low Diesel Exhaust Fluid (DEF) level may not function as intended. This could allow continued operation of an engine with an incorrectly functioning exhaust emission control system, causing tailpipe emission of certain regulated air pollutants to exceed the prescribed limits.	Scania dealers will reprogram the Engine Control module.	124

Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-S0047-16-001	Scania USA	14-Apr-2016	2014 Doosan DA30 2014 Doosan DA40 2014 Doosan DL350 2014 Doosan DL450 2014 Doosan DL550 2014 Doosan DX380 2014 Doosan DX490 2014 Doosan K350 2014 Doosan K400 2014 Doosan K450 2014 Doosan V30 2014 Terex Crane Explorer 5600 2014 Terex Crane Explorer 5800 2014 Terex MPS 1000 Maxtrak 2014 Terex Trucks TA400 2014, 2015 Doosan DL300	Sur certaines machines munies d'un moteur diesel Scania, le logiciel servant à réduire la puissance disponible du moteur en cas de défaillance d'un composant d'émission ou de bas niveau du fluide d'échappement diesel pourrait ne pas fonctionner comme prévu. Par conséquent, le moteur pourrait fonctionner avec un système de contrôle des émissions de gaz d'échappement qui ne fonctionne pas correctement, et les émissions de certains polluants atmosphériques réglementés au niveau du tuyau d'échappement dépasseraient alors les limites établies.	Les concessionnaires Scania reprogrammeront le module de commande du moteur.	124

2014, 2015 Doosan DL420  
2014, 2015 Doosan DX300  
2014, 2015 Doosan DX350  
2014, 2015 Doosan DX420  
2014, 2015 Doosan DX530  
2014, 2015 Doosan K300  
2014, 2015 Terex Trucks TA300  
2015 Doosan V34  
2015 Ploeger AR-4BX  
2015 Scania Industrial Engine DC09 085A  
2015 Terex Finlay J-1160  
2015 Terex Finlay J-1170

\* Based on information provided by the company.

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-Y0003-16-001	Yanmar America Corporation	29-Apr-2016	2013, 2014 Gehl R220 2013, 2014 Gehl R260 2013, 2014 Gehl RT210 GEN:2 2013, 2014 Gehl V270 GEN:2 2013, 2014 Gehl V330 GEN:2 2013, 2014 John Deere 318E 2013, 2014 John Deere 319E 2013, 2014 John Deere 320E 2013, 2014 John Deere 323E 2013, 2014 John Deere 326E 2013, 2014 Mustang 2100RT NXT2 2013, 2014 Mustang 2200R 2013, 2014 Mustang 2600R 2013, 2014 Mustang 2700 NXT2 2013, 2014 Takeuchi TB290 2013, 2014 Yanmar S220R	On certain machines equipped with a Yanmar diesel engine, the Exhaust Gas Recirculation (EGR) pressure sensor could malfunction. This may cause tailpipe emissions of nitrogen oxide to exceed the prescribed limit.	Dealers will replace the EGR pressure sensor.	83
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-Y0003-16-001	Yanmar America Corporation	29-Apr-2016	2013, 2014 Gehl R220 2013, 2014 Gehl R260 2013, 2014 Gehl RT210 GEN:2 2013, 2014 Gehl V270 GEN:2 2013, 2014 Gehl V330 GEN:2 2013, 2014 John Deere 318E 2013, 2014 John Deere 319E 2013, 2014 John Deere 320E 2013, 2014 John Deere 323E 2013, 2014 John Deere 326E 2013, 2014 Mustang 2100RT NXT2 2013, 2014 Mustang 2200R 2013, 2014 Mustang 2600R 2013, 2014 Mustang 2700 NXT2 2013, 2014 Takeuchi TB290 2013, 2014 Yanmar S220R	Sur certaines machines munies d'un moteur diesel Yanmar, le capteur de pression des gaz d'échappement de recirculation pourrait mal fonctionner. Cela peut provoquer des émissions d'échappement d'oxyde d'azote de dépasser la limite prescrite.	Les concessionnaires remplaceront le capteur de pression des gaz d'échappement de recirculation.	83

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Message

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**From:** Info Véhicule et Moteur / Vehicle and Engine Info (EC) [ec.infovehiculeetmoteur-vehicleandengineinfo.ec@canada.ca]  
**Sent:** 6/21/2016 6:07:13 PM  
**To:** Info Véhicule et Moteur / Vehicle and Engine Info (EC) [ec.infovehiculeetmoteur-vehicleandengineinfo.ec@canada.ca]  
**Subject:** Summary Report - January 1 to March 31, 2016.  
**Attachments:** Summary Report - January 1 to March 31, 2016.pdf

*(French message follows)*

Dear recipient,

Attached for your information is a summary of notices of defect and other notifications received by Environment and Climate Change Canada for the period of January 1, 2016 to March 31, 2016.

Should you have any questions regarding this summary or wish to have your name removed from our distribution list, please do not hesitate to contact us.

Regulatory Administration Section  
Transportation Division  
Environment and Climate Change Canada

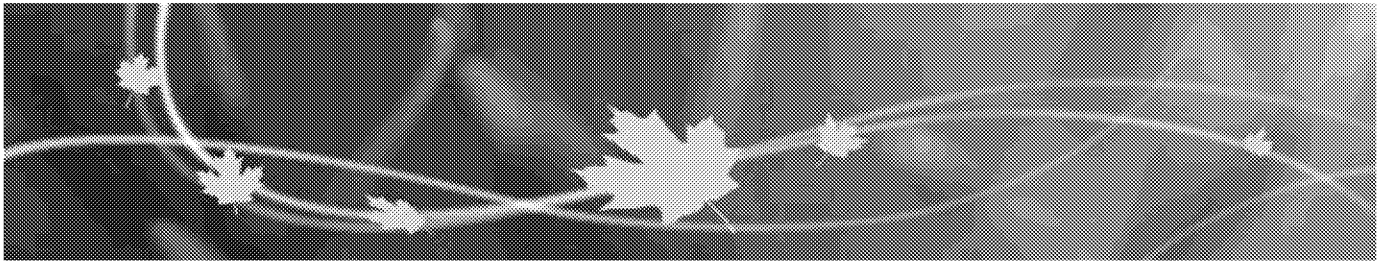
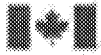
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Cher/Chère récipiendaire,

Vous trouverez ci-joint, à titre d'information, un résumé des avis de défaut et autres notifications reçus par Environnement et Changement climatique Canada pour la période du 1er janvier 2016 au 31 mars 2016.

Si vous avez des questions au sujet de ce résumé ou si vous désirez que votre nom soit retiré de notre liste d'envoi, n'hésitez pas à communiquer avec nous.

Section de l'administration réglementaire  
Division des transports  
Environnement et Changement climatique Canada



This document is produced by the Transportation Division of Environment and Climate Change Canada (ECCC). It contains basic information summarizing notices of defect and other company notifications submitted to ECCC during the period of January 1, 2016 to March 31, 2016.

The purpose of the document is to disseminate information pertaining to emission-related issues on vehicles, vessels, and engines.

Please note that some details may not have been made available by the companies at the time of their submissions. If this is the case, certain fields will appear blank. Incomplete tables will be updated once the information becomes available.

Le présent document a été préparé par la Division des transports d'Environnement et Changement climatique Canada (ECCC). Il contient des renseignements de base résumant les avis de défaut et autres notifications soumis à ECCC par les entreprises durant la période du 1 janvier 2016 au 31 mars 2016.

Le document a pour but de diffuser des informations relatives aux problèmes liés aux émissions des véhicules, bâtiments et moteurs.

Veuillez noter que certaines informations peuvent ne pas avoir été incluses dans les avis ou autres notifications au moment où ils ont été soumis par les entreprises. Si tel est le cas, certains champs seront vides. Les tableaux incomplets seront mis à jour dès que l'information sera disponible.

Transportation Division  
Regulatory Administration Section  
351 St. Joseph Blvd.  
Gatineau, QC K1A 0H3

Division des transports  
Section de l'administration réglementaire  
351 boul. St. Joseph  
Gatineau, QC K1A 0H3

**Quarterly Summary** (for the period of January 1, 2016 to March 31, 2016)  
**Aperçu trimestriel** (pour la période du 1 janvier 2016 au 31 mars 2016)

Reference Number Numéro de référence	Company Entreprise	Date ECCC notified Date que ECCC fut avisé	Estimated Number Nombre estimé
ECR-B0001-16-001	BMW Canada Inc.	29-Jan-2016	1,388
ECR-B0001-16-002	BMW Canada Inc.	29-Jan-2016	136
ECR-B0001-16-003	BMW Canada Inc.	29-Jan-2016	107
ECR-C0002-16-001	FCA Canada Inc.	17-Feb-2016	3,513
ECR-I0011-16-001	Isuzu Commercial Truck of Canada, Inc.	18-Feb-2016	568
ECR-I0011-16-002	Isuzu Commercial Truck of Canada, Inc.	09-Mar-2016	99
ECR-J0002-16-001	Jaguar Land Rover North America, LLC	11-Feb-2016	298
ECR-K0004-16-001	Kia Canada Inc.	23-Feb-2016	432
ECR-M0014-16-001	Maserati North America, Inc.	05-Feb-2016	919
ECR-M0067-16-001	Midland Power Inc.	23-Mar-2016	2,320
ECR-V0002-16-001	Volkswagen Group Canada, Inc.	06-Jan-2016	6,177
ECR-V0002-16-002	Volkswagen Group Canada, Inc.	26-Jan-2016	6,266
<b>Total Number of Notices:</b> <b>Nombre total d'avis:</b>		<b>12</b>	<b>Total Number of Affected Vehicles/Engines:</b> <b>Nombre total de véhicules ou moteurs affectés:</b>
			<b>22,223</b>



Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-B0001-16-001	BMW Canada Inc.	29-Jan-2016	2010, 2011, 2012, 2013 BMW X5 M 2010, 2011, 2012, 2013 BMW X6 M	On certain vehicles, the engine fuel injectors may become defective. This could illuminate the Malfunction Indicator Lamp (MIL) and cause the engine to misfire. It could also increase tailpipe emissions of certain regulated air pollutants.	Dealers will inspect and, if necessary, replace the fuel injectors.	1,388
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-B0001-16-001	BMW Canada Inc.	29-Jan-2016	2010, 2011, 2012, 2013 BMW X5 M 2010, 2011, 2012, 2013 BMW X6 M	Sur certains véhicules, les injecteurs de carburant du moteur peuvent devenir défectueux. Cela pourrait faire s'allumer le voyant de mauvais fonctionnement et causer des ratés moteur. Cela pourrait aussi augmenter l'émission par le tuyau d'échappement de certains polluants atmosphériques réglementés.	Les concessionnaires inspecteront et, si nécessaire, remplaceront les injecteurs de carburant.	1,388

\* Based on information provided by the company.

Note: Some notifications apply to a subset of vehicles and engines. If you have not received notification from the company and your vehicle / engine is within a make, model, or model year group listed in the summary, you may contact the company or your local authorized dealer to determine whether the notification in question applies to your vehicle / engine.

\* Basé sur l'information soumise par l'entreprise.

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-B0001-16-002	BMW Canada Inc.	29-Jan-2016	2011, 2012, 2013 BMW 335is	On certain vehicles, the Engine Control Unit (ECU) may have been reprogrammed with software that contains an error, during a service procedure at a repair facility. As a result, the ECU may not detect a failed downstream oxygen sensor or catalyst monitor, and will not illuminate the Malfunction Indicator Lamp (MIL) to alert the driver of a potential increase in tailpipe emissions of certain regulated air pollutants.	Dealers will reprogram the Engine Control Unit.	136
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-B0001-16-002	BMW Canada Inc.	29-Jan-2016	2011, 2012, 2013 BMW 335is	Sur certains véhicules, l'unité de commande du moteur (UCM) peut avoir été reprogrammée à l'aide d'un logiciel qui contenait une erreur lors d'un entretien à l'atelier de réparation. Par conséquent, il est possible que l'UCM ne détecte pas la défaillance d'un capteur d'oxygène en aval ou du système antipollution et ne fasse pas s'allumer le voyant de mauvais fonctionnement pour avertir le conducteur d'une possible augmentation de l'émission par le tuyau d'échappement de certains polluants atmosphériques réglementés.	Les concessionnaires reprogrammeront l'unité de commande du moteur.	136

\* Based on information provided by the company.

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-B0001-16-003	BMW Canada Inc.	29-Jan-2016	2015 BMW X5	On certain vehicles, the engine start-stop (MSA) feature cannot be activated using the ON/OFF button.	Dealers will reprogram the Engine Control Unit.	107
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-B0001-16-003	BMW Canada Inc.	29-Jan-2016	2015 BMW X5	Sur certains véhicules, la fonction de démarrage/arrêt du moteur ne peut être actionnée à l'aide du bouton ON/OFF (marche/arrêt).	Les concessionnaires reprogrammeront l'unité de commande du moteur.	107

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-C0002-16-001	FCA Canada Inc.	17-Feb-2016	2014 Jeep Grand Cherokee 2014 RAM 1500	On certain vehicles equipped with a 3.0L turbo diesel engine, the Selective Catalytic Reduction (SCR) performance may deteriorate over time. This could cause tailpipe emissions of nitrogen oxide to exceed the prescribed limit.	Dealers will replace the SCR assembly with an improved version.	3,513
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-C0002-16-001	FCA Canada Inc.	17-Feb-2016	2014 Jeep Grand Cherokee 2014 RAM 1500	Sur certains véhicules munis d'un moteur diesel 3.0L turbo, la performance du système de réduction catalytique sélective peut se détériorer au fil du temps. En raison de ce problème, les émissions d'oxyde d'azote produites par le véhicule peuvent dépasser la limite permise par les normes.	Les concessionnaires remplaceront l'ensemble de réduction catalytique sélective avec une version améliorée.	3,513

\* Based on information provided by the company.

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\* Basé sur l'information soumise par l'entreprise.

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-I0011-16-001	Isuzu Commercial Truck of Canada, Inc.	18-Feb-2016	2016 Isuzu NPR-HD 2016 Isuzu NPR-XD 2016 Isuzu NQR 2016 Isuzu NRR	On certain vehicles, the engine management software may contain incorrect parameters. This could set unnecessary diagnostic trouble codes and illuminate the malfunction indicator lamp.	Dealers will reprogram the Engine Control Module.	568
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-I0011-16-001	Isuzu Commercial Truck of Canada, Inc.	18-Feb-2016	2016 Isuzu NPR-HD 2016 Isuzu NPR-XD 2016 Isuzu NQR 2016 Isuzu NRR	Sur certains véhicules, le logiciel de gestion du moteur peut contenir des paramètres erronés. Cela pourrait créer des codes d'anomalie inutiles et illuminer le témoin d'anomalie.	Les concessionnaires reprogrammeront le module de commande du moteur.	568

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-I0011-16-002	Isuzu Commercial Truck of Canada, Inc.	09-Mar-2016	2016 Isuzu NPR 2016 Isuzu NPR-HD	On certain vehicles, an incorrect emission control information label was inadvertently installed during the manufacturing process.	Updated labels will be mailed to owners of affected vehicles, along with instructions for proper installation.	99
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-I0011-16-002	Isuzu Commercial Truck of Canada, Inc.	09-Mar-2016	2016 Isuzu NPR 2016 Isuzu NPR-HD	Sur certains véhicules, une étiquette d'information de contrôle des émissions incorrecte a été installée par inadvertance au cours du processus de fabrication.	Des étiquettes à jour seront envoyées par la poste aux propriétaires des véhicules visés, ainsi que des instructions permettant de bien poser ces étiquettes.	99

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-J0002-16-001	Jaguar Land Rover North America, LLC	11-Feb-2016	2009 Land Rover Range Rover	On certain Range Rover Sport vehicles, the engine management software may contain incorrect parameters. This could set unnecessary diagnostic trouble codes and illuminate the malfunction indicator lamp.	Dealers will reprogram the Engine Control Module.	298
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-J0002-16-001	Jaguar Land Rover North America, LLC	11-Feb-2016	2009 Land Rover Range Rover	Sur certains véhicules Range Rover Sport, le logiciel de gestion du moteur peut contenir des paramètres erronés. Cela pourrait créer des codes d'anomalie inutiles et illuminer le témoin d'anomalie.	Les concessionnaires reprogrammeront le module de commande du moteur.	298

\* Based on information provided by the company.

Note: Some notifications apply to a subset of vehicles and engines. If you have not received notification from the company and your vehicle / engine is within a make, model, or model year group listed in the summary, you may contact the company or your local authorized dealer to determine whether the notification in question applies to your vehicle / engine.

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-K0004-16-001	Kia Canada Inc.	23-Feb-2016	2016 Kia Optima	On certain vehicles equipped with a 2.0L turbo engine, an incorrect evaporative emissions charcoal canister and/or air cleaner box may have been installed during vehicle assembly. This could cause evaporative emissions (the release of fuel vapours) to exceed the prescribed limit.	Dealers will replace the EVAP canister and the air cleaner assembly.	432
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-K0004-16-001	Kia Canada Inc.	23-Feb-2016	2016 Kia Optima	Sur certains véhicules dotés d'un moteur turbo de 2,0 L, il est possible qu'on ait installé un filtre à charbon actif pour la récupération de vapeur de carburant et/ou un ensemble de filtre à air incorrects lors de l'assemblage du véhicule. Cela pourrait faire en sorte que les émissions de gaz d'évaporation (le rejet de vapeurs de carburant) dépassent les limites légales.	Les concessionnaires remplaceront le filtre à charbon actif et l'ensemble de filtre à air.	432

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-M0014-16-001	Maserati North America, Inc.	05-Feb-2016	2014, 2015 Maserati Ghibli 2014, 2015 Maserati Quattroporte	Certain vehicles may experience rough engine running. This could illuminate the Malfunction Indicator Lamp (MIL) and, if not corrected in a timely manner, may cause an increase in tailpipe emissions beyond federal standards.	Dealers will reprogram the Engine Control Module.	919
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-M0014-16-001	Maserati North America, Inc.	05-Feb-2016	2014, 2015 Maserati Ghibli 2014, 2015 Maserati Quattroporte	Certains véhicules pourraient subir des ratés du moteur. Cela pourrait causer l'allumage du voyant d'anomalie, ainsi qu'une augmentation des émissions d'échappement au-delà des normes fédérales si le problème n'est pas corrigé rapidement.	Les concessionnaires reprogrammeront le module de commande du moteur.	919

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-M0067-16-001	Midland Power Inc.	23-Mar-2016	2012, 2013, 2014 Energizer EZG1300 2012, 2013, 2014 Energizer EZG3500 2012, 2013, 2014 Energizer EZG6250 2012, 2013, 2014 Energizer EZG7250 2012, 2013, 2014 Hyundai HHD1250 2012, 2013, 2014 Hyundai HHD3500 2012, 2013, 2014 Hyundai HHD6250 2012, 2013, 2014 Hyundai HHD7250 2012, 2013, 2014 Hyundai HPG3700 2012, 2013, 2014 Hyundai HPG6800 2012, 2013, 2014 Hyundai HPG7600	Certain portable generators fail to conform to tailpipe emission standards. Emissions of carbon monoxide, hydrocarbons, and nitrogen oxide exceed the prescribed limit.  Also, the emission control information label was not permanently affixed. The label may be removed without being destroyed or defaced.	Owners are asked to return affected generators to the seller for a full refund of the original purchase price. Alternatively, owners may instead contact Midland Power Inc. (the importer of these products) at 1-877-528-3772 to arrange for the return and refund.	2,320
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-M0067-16-001	Midland Power Inc.	23-Mar-2016	2012, 2013, 2014 Energizer EZG1300 2012, 2013, 2014 Energizer EZG3500 2012, 2013, 2014 Energizer EZG6250 2012, 2013, 2014 Energizer EZG7250 2012, 2013, 2014 Hyundai HHD1250 2012, 2013, 2014 Hyundai HHD3500 2012, 2013, 2014 Hyundai HHD6250 2012, 2013, 2014 Hyundai HHD7250 2012, 2013, 2014 Hyundai HPG3700 2012, 2013, 2014 Hyundai HPG6800 2012, 2013, 2014 Hyundai HPG7600	Certaines génératrices portatives ne respectent pas les normes s'appliquant aux émissions au niveau du tuyau d'échappement. Les émissions de monoxyde de carbone, d'hydrocarbures et d'oxyde d'azote dépassent la limite prescrite.  De plus, l'étiquette d'information sur le contrôle des émissions n'a pas été fixée de façon permanente. L'étiquette pourrait être enlevée sans être détruite ou rendu illisible.	On demande aux propriétaires de retourner les génératrices visées au vendeur pour un remboursement complet du prix d'achat initial. Alternativement, les propriétaires peuvent communiquer avec la compagnie Midland Power Inc. (l'importateur de ces produits) au 1-877-528-3772 pour arranger le retour et le remboursement.	2,320

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-V0002-16-001	Volkswagen Group Canada, Inc.	06-Jan-2016	2016 Volkswagen Jetta	On certain vehicles, the emission control information label may inadvertently contain the word "AIR". This designation is only needed for vehicles equipped with a secondary air system.	Dealers will install updated labels.	6,177
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-V0002-16-001	Volkswagen Group Canada, Inc.	06-Jan-2016	2016 Volkswagen Jetta	Sur certains véhicules, l'étiquette d'information de contrôle des émissions peut contenir, par inadvertance, le mot « AIR ». Cette désignation n'est nécessaire que pour les véhicules munis d'un système d'air secondaire.	Les concessionnaires installeront des étiquettes à jour.	6,177

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Reference Number	Company	Date ECCC Notified	Makes and Models*	Description*	Corrective Measures*	Number of Vehicles/ Engines Affected*
ECR-V0002-16-002	Volkswagen Group Canada, Inc.	26-Jan-2016	2016 Volkswagen Jetta	On certain vehicles, a software communication error may occur during engine startup. As a result, a service technician using a generic scan tool may not be able to retrieve the electronic Vehicle Identification Number (VIN). This could prevent the vehicle from passing provincial emissions inspection.	Dealers will reprogram the Engine Control Module.	6,266
Numéro de référence	Entreprise	Date que ECCC fut avisé	Marques et modèles*	Description*	Mesures Correctives*	Nombre de véhicules/ moteurs affectés*
ECR-V0002-16-002	Volkswagen Group Canada, Inc.	26-Jan-2016	2016 Volkswagen Jetta	Sur certains véhicules, il est possible qu'une erreur de communication du logiciel se soit produite lors du démarrage du moteur. Par conséquent, un mécanicien utilisant un outil d'analyse de diagnostic générique pourrait ne pas être en mesure de récupérer le numéro d'identification de véhicule (NIV) électronique. Cela pourrait empêcher le véhicule de passer l'analyse provinciale des émissions.	Les concessionnaires reprogrammeront le module de commande du moteur.	6,266

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Message

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**From:** Ball, Joel [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=92AF2AB6F5274BC597249D04358EF25F-BALL, JOEL]  
**Sent:** 8/22/2018 7:52:10 PM  
**To:** Snyder, Jim [Snyder.Jim@epa.gov]  
**Subject:** FW: Meeting with Environment and Climate Change Canada  
**Attachments:** **Ex. 7(A); 7(E)**

Joel Ball  
Light-Duty Vehicle Group  
Compliance Division  
Office of Transportation and Air Quality  
United States Environmental Protection Agency  
(734) 214-4238  
[ball.joel@epa.gov](mailto:ball.joel@epa.gov)

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**From:** Ball, Joel  
**Sent:** Tuesday, August 07, 2018 9:11 AM  
**To:** 'Genier, Maxime (EC)' <[maxime.genier@canada.ca](mailto:maxime.genier@canada.ca)>; 'Hobin, Megan (EC)' <[megan.hobin@canada.ca](mailto:megan.hobin@canada.ca)>  
**Subject:** FW: Meeting with Environment and Climate Change Canada

Joel Ball  
Light-Duty Vehicle Group  
Compliance Division  
Office of Transportation and Air Quality  
United States Environmental Protection Agency  
(734) 214-4238  
[ball.joel@epa.gov](mailto:ball.joel@epa.gov)

---

**From:** Ball, Joel  
**Sent:** Monday, June 11, 2018 9:25 AM  
**To:** 'Genier, Maxime (EC)' <[maxime.genier@canada.ca](mailto:maxime.genier@canada.ca)>; Hobin, Megan (EC) <[megan.hobin@canada.ca](mailto:megan.hobin@canada.ca)>; Wehrly, Linc <[wehrly.linc@epa.gov](mailto:wehrly.linc@epa.gov)>  
**Subject:** RE: Meeting with Environment and Climate Change Canada

Hi Max / Megan,

**Ex. 7(A); 7(E)**

Best Regards,

Joel

-----Original Appointment-----

**From:** Genier, Maxime (EC) [<mailto:maxime.genier@canada.ca>]

**Sent:** Thursday, November 16, 2017 3:01 PM

**To:** Genier, Maxime (EC); Hobin, Megan (EC); Wehrly, Linc; Dalton, Joel; Ball, Joel; Peralta, Maria; Cullen, Angela

**Subject:** Meeting with Environment and Climate Change Canada

**When:** Wednesday, June 06, 2018 8:30 AM to Thursday, June 07, 2018 11:30 AM (UTC-05:00) Eastern Time (US & Canada).

**Where:** EPA offices in Ann Arbor

Good morning,

**Ex. 7(A); 7(E)**

I also attached the completed ECCC foreign-visitors-information-template.xls form.

If you have any questions, do not hesitate to contact me. Thanks in advance for taking the time to meet with us.

Maxime Génier, P. Eng.

Ingénieur principal de programmes, Direction générale de la protection de l'environnement  
Environnement et Changement climatique Canada / Gouvernement du Canada

[maxime.genier@canada.ca](mailto:maxime.genier@canada.ca) / Tél. : 613-990-7854

Senior Program Engineer, Environmental Protection Branch  
Environment and Climate Change Canada / Government of Canada  
[maxime.genier@canada.ca](mailto:maxime.genier@canada.ca) / Tel: 613-990-7854

---

Hi everyone,

Considering our meeting placeholder is at the same time as another ECCC-EPA meeting in Ottawa for both of our management, we suggest pushing this meeting back a few weeks, if this works with your schedule.

I moved the meeting to June 6<sup>th</sup> 2018 but we are also available on June 20<sup>th</sup>, if that better suits your schedule.

Please confirm your availabilities and we can follow-up with tentative agenda items.

Thanks,

-max

---

Hi guys,

Thanks once again for hosting the valuable meetings we had yesterday. Much appreciated! We will follow-up separately with some of the follow-up information discussed.

This meeting invite is simply a placeholder for this spring. We can discuss the agenda and required attendees closer to the date.

Cheers,

-max

Maxime Génier, P. Eng.

Ingénieur principal de programmes, Direction générale de la protection de l'environnement  
Environnement et Changement climatique Canada / Gouvernement du Canada  
[maxime.genier@canada.ca](mailto:maxime.genier@canada.ca) / Tél. : 613-990-7854

Senior Program Engineer, Environmental Protection Branch  
Environment and Climate Change Canada / Government of Canada  
[maxime.genier@canada.ca](mailto:maxime.genier@canada.ca) / Tel: 613-990-7854

Message

---

**From:** Ball, Joel [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=92AF2AB6F5274BC597249D04358EF25F-BALL, JOEL]  
**Sent:** 11/14/2017 4:23:50 PM  
**To:** Zaremski, Sara [zaremski.sara@epa.gov]  
**Subject:** FW: Meeting with Environment Canada

FYI

Joel Ball  
Light-Duty Vehicle Group  
Compliance Division  
United States Environmental Protection Agency  
(734) 214-4238  
ball.joel@epa.gov

-----Original Message-----

From: Allard, Gabrielle (EC) [mailto:gabrielle.allard@canada.ca]  
Sent: Monday, November 06, 2017 1:06 PM  
To: Wehrly, Linc <wehrly.linc@epa.gov>; Dalton, Joel <Dalton.Joel@epa.gov>; Ball, Joel <ball.joel@epa.gov>  
Cc: Carrey, Nicholas (EC) <nicholas.carrey@canada.ca>; Genier, Maxime (EC) <maxime.genier@canada.ca>  
Subject: RE: Meeting with Environment Canada

Good morning,

Maxime and I will be travelling to Ann Arbour next week as planned. We will arrive very early on Wednesday morning in order to hopefully have a full day of meetings at your offices.

I have spoken to Joel Ball on Friday and here is a tentative agenda for the day:

**Ex. 7(A); 7(E)**

Please confirm that this timing would work on Wednesday morning. We will contact other cert reps individually for the afternoon.

Gabrielle

-----Original Appointment-----

From: Carrey, Nicholas (EC)  
Sent: June 15, 2017 8:01 AM  
To: Carrey, Nicholas (EC); Allard, Gabrielle (EC); Genier, Maxime (EC); wehrly.linc@epa.gov; 'dalton.joel@epa.gov'; Ball, Joel  
Subject: Meeting with Environment Canada  
When: November 15, 2017 12:00 AM to November 16, 2017 12:00 AM America/New\_York.  
Where: EPA offices in Ann Arbor

EC-EPA collaboration follow up meeting to discuss certification and compliance.

Meeting place holder, agenda to follow.

Message

---

**From:** Bandelj, Emil (EC) [emil.bandelj@canada.ca]  
**Sent:** 3/22/2017 4:59:00 PM  
**To:** Belser, Evan [Belser.Evan@epa.gov]

Hi Evan, hope all is well.

**Ex. 7(A); 7(E)**

Thanks,

Emil Bandelj

Enforcement Officer, Enforcement Branch  
Environment Canada / Government of Canada  
[Emil.Bandelj@canada.ca](mailto:Emil.Bandelj@canada.ca) / Tel: 289-313-6739 / Cel. : 289-259-7533

Agent de l'autorité, Gestionnaire des Operations, Direction générale de l'application de la loi  
Environnement Canada / Gouvernement du Canada  
[Emil.Bandelj@canada.ca](mailto:Emil.Bandelj@canada.ca) / Tél. : 289-313-6739 / Tél. cell. : 289-259-7533



Message

---

**From:** Kelley, Rosemarie [Kelley.Rosemarie@epa.gov]  
**Sent:** 8/19/2018 7:09:46 PM  
**To:** Brooks, Phillip [Brooks.Phillip@epa.gov]; Belser, Evan [Belser.Evan@epa.gov]  
**Subject:** Fw: Trip to DC - Week of Sept 10  
**Attachments:** ECCC-EB 101 2018 August.pdf; Heather McCready Bio.pdf

Phill and Evan -- **Ex. 7(A); 7(E)**

Rosemarie

---

**From:** McCready, Heather (EC) <heather.mccready@canada.ca>  
**Sent:** Saturday, August 18, 2018 6:41 PM  
**To:** Barnet, Henry; Kelley, Rosemarie  
**Cc:** Enns2, Michael (EC); Demers3, Christine (EC); Belser, Evan; Brooks, Phillip; Taylor, Jessica; Knopes, Christopher; Gauthier, John; Amon, Tyler; Poux, Joseph (ENRD)  
**Subject:** Trip to DC - Week of Sept 10

Hi Henry! How are you?

Rosemarie: I don't think we've had the opportunity to meet yet but I've met with your predecessor on a number of occasions.

I'm long overdue for a trip to DC to see EPA counterparts. I'm planning to be in town the week of September 10 and I'm hoping to spend some time with you if you're available. Apologies for the mass email. I thought it would be more efficient to contact all of you together so that I wouldn't create any confusion with multiple email chains.

I've included on this email EPA staff I've either met in person, or at least been introduced to virtually. I would be interested to spend time with anyone else you'd recommend. Tyler and John: I understand from Joe Poux that there's a chance you'll be in DC that week too? If so, I'd love an opportunity to see you if you have time. (John: we met back in 2013 when I was in the Boston area for a course.)

**Ex. 7(A); 7(E)**

# Ex. 7(A); 7(E)

I'll be in DC the entire week of September 10, and my schedule is currently pretty fluid except for Thursday. My time is entirely yours, as much or as little as you'd like, depending upon your availability and interest. I've cc'd my assistant, Christine, who can help us schedule appointments. I've also cc'd Mike Enns, Executive Director of Environmental Enforcement, whose team will help prepare any briefing materials I will need for this trip.

Looking forward to seeing you!

Heather.

## **Heather McCready**

Director General | Directrice Générale

Environmental Enforcement Directorate | Direction de l'application de la loi en environnement

Enforcement Branch | Direction générale de l'application de la loi

Environment and Climate Change Canada | Environnement et changement climatique Canada

351 Blvd St. Joseph

Gatineau, Quebec K1A 0H3

[heather.mccready@canada.ca](mailto:heather.mccready@canada.ca)

Tel: 819-938-4810

Mobile: 613-854-5962

**PIN: 2C2152C7**

Pour un service plus rapide, SVP contacter / For faster service, please contact: [ec.dale-bdg-eed-dgo.ec@canada.ca](mailto:ec.dale-bdg-eed-dgo.ec@canada.ca)

Message

---

**From:** Crupi, Ed (EC) [ed.crupi@canada.ca]  
**Sent:** 10/25/2016 3:58:20 PM  
**To:** Bunker, Byron [bunker.byron@epa.gov]; Blubaugh, Jim [Blubaugh.Jim@epa.gov]  
**CC:** Couroux, Stephane (EC) [stephane.couroux@canada.ca]; Lavergne2, Josee (EC) [josee.lavergne2@canada.ca]  
**Subject:** Approval of the

Hi Byron/Jim,

**Ex. 7(A); 7(E)**

Thanks

Ed

---

<http://fox61.com/2016/10/25/judge-approves-15-billion-volkswagen-emissions-settlement-will-start-buying-back-cars-next-week/>

## **Judge approves \$15 billion Volkswagen emissions settlement, will start buying back cars next week**

Posted 11:27 AM, October 25, 2016, by Associated

SAN FRANCISCO — A federal judge in San Francisco has approved a \$15 billion court settlement of most claims against Volkswagen for its emissions- cheating scandal.

U.S. District Judge Charles Breyer signed the order Tuesday approving the largest auto-scandal settlement in the nation's history.

About 475,000 owners of VWs and Audis with 2-liter four-cylinder diesel engines now will be able to seek buybacks of their vehicles starting next Tuesday.

Most of the owners are expected to sell their cars back to VW after the company acknowledged cheating on emissions testing and putting dirty cars on the road. In addition to having their cars bought back, owners can each get payments of \$5,100 to \$10,000.

Message

---

**From:** Wehrly, Linc [wehrly.linc@epa.gov]  
**Sent:** 11/6/2017 6:12:38 PM  
**To:** Bunker, Byron [bunker.byron@epa.gov]  
**Subject:** FW: Meeting with Environment Canada

Do you have any thoughts or concerns about what we should discuss at this meeting?

Linc Wehrly  
Director, Light-Duty Vehicle Center  
Compliance Division  
Office of Transportation and Air Quality  
United States Environmental Protection Agency  
(734) 214-4286  
wehrly.linc@epa.gov

-----Original Message-----

From: Allard, Gabrielle (EC) [mailto:gabrielle.allard@canada.ca]  
Sent: Monday, November 06, 2017 1:06 PM  
To: Wehrly, Linc <wehrly.linc@epa.gov>; Dalton, Joel <Dalton.Joel@epa.gov>; Ball, Joel <ball.joel@epa.gov>  
Cc: Carrey, Nicholas (EC) <nicholas.carrey@canada.ca>; Genier, Maxime (EC) <maxime.genier@canada.ca>  
Subject: RE: Meeting with Environment Canada

Good morning,

Maxime and I will be travelling to Ann Arbor next week as planned. We will arrive very early on Wednesday morning in order to hopefully have a full day of meetings at your offices.

I have spoken to Joel Ball on Friday and here is a tentative agenda for the day:

**Ex. 7(A); 7(E)**

Please confirm that this timing would work on Wednesday morning. We will contact other cert reps individually for the afternoon.

Gabrielle

-----Original Appointment-----

From: Carrey, Nicholas (EC)  
Sent: June 15, 2017 8:01 AM  
To: Carrey, Nicholas (EC); Allard, Gabrielle (EC); Genier, Maxime (EC); wehrly.linc@epa.gov; 'dalton.joel@epa.gov'; Ball, Joel  
Subject: Meeting with Environment Canada  
When: November 15, 2017 12:00 AM to November 16, 2017 12:00 AM America/New\_York.  
Where: EPA offices in Ann Arbor

EC-EPA collaboration follow up meeting to discuss certification and compliance.

Meeting place holder, agenda to follow.

Message

**From:** Lavergne2, Josee (EC) [josee.lavergne2@canada.ca]  
**Sent:** 3/8/2017 6:52:44 PM  
**To:** Bunker, Byron [bunker.byron@epa.gov]  
**Subject:** Today on Climate Beat - question

Bonjour Byron,

Anything you can share with us (or Stephane and Helen) about the article below?

You can call me (613-990-7848) or Stephane (819-420-8020)...

*Josée Lavergne*

Manager, Vehicles and Engines Testing for Emissions Verification (VETEV)

Transportation Division

613-990-7848

Gestionnaire, Essais et vérifications des émissions pour les véhicules et les moteurs (EVEVM)

Division du transport

-----  
Climate Beat

## Vehicles: Inspector general launches probe on EPA emissions testing

March 07, 2017

EPA's Office of Inspector General (OIG) is launching an investigation into EPA's vehicle emissions testing program to ensure it detects and prevents fraud, following a major settlement over emissions cheating in Volkswagen diesel vehicles and a more recent investigation into Fiat Chrysler.

OIG in a [March 6 letter](#) to EPA's air office says it “plans to begin preliminary research to determine whether the EPA’s existing internal controls are effective at detecting and preventing light-, medium-, and heavy-duty on-road vehicle emissions fraud.”

The office says it expects the inquiry to focus on various divisions with in the Office of Transportation and Air Quality (OTAQ), as well as EPA's enforcement and research offices.

“The anticipated benefit of this project is to provide information to the public regarding the effectiveness of the EPA’s existing internal controls for its on-road vehicle emissions testing program,” the letter says.

OIG seeks “internal control practices” of EPA's vehicle emissions testing program; procedures EPA uses to audit automaker-supplied data; procedures related to its in-use verification program; and procedures for measuring new and used vehicles in laboratories and real-world conditions.

It also requests OTAQ guidance on reporting suspected fraud, internal audits of OTAQ's testing program, partnership agreements with California officials or foreign governments, and any other relevant documents.

The new investigation comes after EPA and California inked a series of major legal settlements with VW last year to resolve claims that the automaker installed “defeat devices” in roughly 500,000 diesel vehicles. Those devices turned on emission controls when vehicles were being tested, but turned them off when operated normally.

The VW deals require the firm to spend billions to fix or replace affected cars, while also spending almost \$3 billion on projects to reduce conventional pollutants and \$2 billion to advance zero emission vehicles.

And the concerns expanded in January, when EPA and California announced notices of violations against Fiat Chrysler Automobiles for not disclosing engine management software that increases nitrogen oxide (NOx) emissions in roughly 100,000 trucks.

Related News | [Climate Regulation](#) |  
181998

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**From:** InsideEPA/climate [<mailto:epa-alerts@iwpnews.com>]  
**Sent:** March 7, 2017 6:07 PM  
**To:** Giallonardo, Andrew (EC)  
**Subject:** Today on Climate Beat



## InsideEPA/climate

March 7, 2017

### Today on Climate Beat . . .

. . . we put on a mask, highlighting an interesting Weekly Standard column that wonders if President Donald Trump is a “blessing in disguise” for environmentalists because his anti-regulatory stance will force them to consider other paths – such as a carbon tax – to cut greenhouse gases.

In vehicle news, EPA's inspector general has launched an inquiry into whether the agency's vehicle emissions testing program is “effective at detecting and preventing light-, medium-, and heavy-duty on-road vehicle emissions fraud,” following high-profile enforcement cases against Volkswagen and Fiat Chrysler.

We noted “unanswered questions” about which of EPA's 10 regional offices it would close as part of a consolidation plan ordered by the White House.

And our news roundup highlighted reports that changes to federal agency websites under Trump are making it difficult for scientists and environmentalists to save government climate change and other data.

**READ THE CLIMATE BEAT →**

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**Mailing address:** 1919 South Eads Street, Suite 201, Arlington VA 22202

**Telephone:** 703-416-8500 or 1-800-424-9068

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Message

**From:** "BAZZUCCHI Pierre (Chargé de mission) - DGEC/SCEE/SD6/6A" [pierre.bazzucchi@developpement-durable.gouv.fr]  
**Sent:** 1/16/2017 1:21:20 PM  
**To:** Blubaugh, Jim [Blubaugh.Jim@epa.gov]; marcio.veloso@ibama.gov.br; rabrantes@sp.gov.br; Ed.Crupi@ec.gc.ca; helen.ryan@canada.ca; jsookim@korea.kr; taewoolee@korea.kr; eduardo.olivares@semarnat.gob.mx; mbalk@rdw.nl; anders.gunneriusson@transportstyrelsen.se; ian.yarnold@dft.gsi.gov.uk; celine.vallaude@utaceram.com; ARijnders@rdw.nl; per.ohlund@transportstyrelsen.se; Joanna.SZYCHOWSKA@ec.europa.eu; gwenole.cozigou@ec.europa.eu; onoda-t2r3@mlit.go.jp; suzuki@ntsel.go.jp; Seiji Takai [takai-s2z9@mlit.go.jp]; duncan.kay@dft.gsi.gov.uk; wrobel.frank@kba.de  
**CC:** Bunker, Byron [bunker.byron@epa.gov]; Grundler, Christopher [grundler.christopher@epa.gov]; Phillips, Anna [Phillips.Anna@epa.gov]  
**Subject:** Re: U.S. Environmental Protection Agency Compliance/Enforcement Actions  
**Attachments:** ang\_rapport consolidé définitif.pdf

Dear colleagues

I take this opportunity to wish you all a happy new year 2017 !

Thank you very much Jim for these informations.

## Ex. 7(A); 7(E)

I remain at your disposal for any questions if needed.

Best regards

Pierre

Pierre Bazzucchi  
Chargé de mission réglementation et homologation des véhicules à moteurs  
Ministère de l'Environnement, de l'Énergie et de la mer  
DGEC-SCEE-SD6A  
Tour Séquoia - 28ème étage  
92055 La Défense Cédex

tel : 01 40 81 93 52

Le 12/01/2017 17:18, > Blubaugh, Jim (par Internet) a écrit :

Happy New Year everyone! I hope you had a great holiday season with family and friends.

I am sending this note today to let you know that the U.S. Environmental Protection Agency (EPA) in collaboration with the California Air Resources Board has issued a Notice of Violation against Fiat Chrysler America (FCA) for alleged violations of the Clean Air Act. EPA has released a press release and NOV detailing our allegations. These documents can be found at the following website:

<https://www.epa.gov/fca>

Also, I wanted to make sure you were aware of yesterday's action by the EPA and the U.S. Department of Justice to settle criminal and civil violations with Volkswagen. Details regarding those actions can be found here.

<https://www.justice.gov/opa/pr/volkswagen-ag-agrees-plead-guilty-and-pay-43-billion-criminal-and-civil-penalties-six>

All the Best,



Jim

Jim Blubaugh, Director  
International Programs  
Office of Transportation and Air Quality  
U.S. Environmental Protection Agency  
(202) 564-5403

Message

---

**From:** onoda-t2r3@mlit.go.jp [onoda-t2r3@mlit.go.jp]  
**Sent:** 1/13/2017 1:54:08 AM  
**To:** onoda-t2r3@mlit.go.jp  
**Subject:** RE: U.S. Environmental Protection Agency Compliance/Enforcement Actions

Dear Jim-san,

## Ex. 7(A); 7(E)

Best regards,  
Takao Onoda

-----Original Message-----

From: Blubaugh, Jim [mailto:Blubaugh.Jim@epa.gov]  
Sent: Friday, January 13, 2017 1:18 AM  
To: marcio.veloso@ibama.gov.br; rabrantes@sp.gov.br; Ed.Crupi@ec.gc.ca; helen.ryan@canada.ca; jsookim@korea.kr; taewoolee@korea.kr; eduardo.olivares@semarnat.gob.mx; mbalk@rdw.nl; anders.gunneriusson@transportstyrelsen.se; ian.yarnold@dft.gsi.gov.uk; pierre.bazzucchi@developpement-durable.gouv.fr; celine.vallaude@utaceram.com; ARijnders@rdw.nl; per.ohlund@transportstyrelsen.se; Joanna.SZYCHOWSKA@ec.europa.eu; gwenole.cozigou@ec.europa.eu; 斧田 孝夫; suzuki@ntsel.go.jp; 高井 誠治; duncan.kay@dft.gsi.gov.uk; wrobel.frank@kba.de  
Cc: Blubaugh, Jim; Bunker, Byron; Grundler, Christopher; Phillips, Anna  
Subject: U.S. Environmental Protection Agency Compliance/Enforcement Actions

Happy New Year everyone! I hope you had a great holiday season with family and friends.

I am sending this note today to let you know that the U.S. Environmental Protection Agency (EPA) in collaboration with the California Air Resources Board has issued a Notice of Violation against Fiat Chrysler America (FCA) for alleged violations of the Clean Air Act. EPA has released a press release and NOV detailing our allegations. These documents can be found at the following website:

<https://www.epa.gov/fca>

Also, I wanted to make sure you were aware of yesterday's action by the EPA and the U.S. Department of Justice to settle criminal and civil violations with Volkswagen. Details regarding those actions can be found here.

<https://www.justice.gov/opa/pr/volkswagen-ag-agrees-plead-guilty-and-pay-43-billion-criminal-and-civil-penalties-six>

All the Best,

Jim

Jim Blubaugh, Director  
International Programs  
Office of Transportation and Air Quality

ED\_002811\_00069952-00001

U.S. Environmental Protection Agency

(202) 564-5403

Message

---

**From:** Couroux, Stephane (EC) [stephane.couroux@canada.ca]  
**Sent:** 4/21/2016 4:28:18 PM  
**To:** Bunker, Byron [bunker.byron@epa.gov]; Crupi, Ed (EC) [ed.crupi@canada.ca]  
**Subject:** Re: Volkswagen Clips 4/21/2016

Thanks so much Byron. Really appreciated. Stéphane.

Sent from my BlackBerry 10 smartphone on the Rogers network.

---

**From:** Bunker, Byron  
**Sent:** Thursday, April 21, 2016 12:26 PM  
**To:** Couroux, Stephane (EC); Crupi, Ed (EC)  
**Subject:** FW: Volkswagen Clips 4/21/2016

Hi Stephane and Ed,

**Ex. 7(A); 7(E)**

Thanks,

Byron

\*\*\*\*\*

Byron Bunker  
Director Compliance Division  
Office of Transportation and Air Quality  
Environmental Protection Agency  
2000 Traverwood Drive  
Ann Arbor, MI 48105  
[Bunker.Byron@epa.gov](mailto:Bunker.Byron@epa.gov)  
Phone: (734) 214-4155  
Mobile: (734) 353-9623

\*\*\*\*\*

---

**From:** Valentine, Julia  
**Sent:** Thursday, April 21, 2016 11:50 AM  
**To:** Orquina, Jessica <Orquina.Jessica@epa.gov>; Giles-AA, Cynthia <Giles-AA.Cynthia@epa.gov>; Grundler, Christopher <grundler.christopher@epa.gov>; Harrison, Melissa <Harrison.Melissa@epa.gov>; Werner, Jacqueline <Werner.Jacqueline@epa.gov>; Hengst, Benjamin <Hengst.Benjamin@epa.gov>; Birgfeld, Erin <Birgfeld.Erin@epa.gov>; Millett, John <Millett.John@epa.gov>; Smith, Roxanne <Smith.Roxanne@epa.gov>; Hull, George <Hull.George@epa.gov>; Brooks, Phillip <Brooks.Phillip@epa.gov>; Cohen, Janet <cohen.janet@epa.gov>; Conger, Nick <Conger.Nick@epa.gov>; Phillips, Anna <Phillips.Anna@epa.gov>; Fogarty, Johnpc <Fogarty.Johnpc@epa.gov>; Hart, Daniel <Hart.Daniel@epa.gov>; Cavalier, Erin <Cavalier.Erin@epa.gov>; Senn, John <Senn.John@epa.gov>; McCabe, Janet <McCabe.Janet@epa.gov>; StClair, Christie <StClair.Christie@epa.gov>; Mylan, Christopher <Mylan.Christopher@epa.gov>; Allen, Laura <Allen.Laura@epa.gov>; Grantham, Nancy <Grantham.Nancy@epa.gov>; Belser, Evan <Belser.Evan@epa.gov>; Kaul, Meetu <Kaul.Meetu@epa.gov>; Bunker, Byron <bunker.byron@epa.gov>; Purchia, Liz <Purchia.Liz@epa.gov>; Cook, Leila <cook.leila@epa.gov>; Stewart, Lori <Stewart.Lori@epa.gov>; Moltzen, Michael <Moltzen.Michael@epa.gov>; Valentine, Julia <Valentine.Julia@epa.gov>  
**Subject:** RE: Volkswagen Clips 4/21/2016

*Below: Reuters, AP, WSJ*

**Reuters**

**<http://www.reuters.com/article/us-volkswagen-emissions-usa-idUSKCN0XH2CX>**

**Exclusive: VW to offer to buy back nearly 500,000 U.S. diesel cars - sources**

**WASHINGTON | BY DAVID SHEPARDSON Wed Apr 20, 2016 11:55pm EDT**

Volkswagen AG (VOWG\_p.DE) and U.S. officials have reached a framework deal under which the automaker would offer to buy back almost 500,000 diesel cars that used sophisticated software to evade U.S. emission rules, two people briefed on the matter said on Wednesday.

The German automaker is expected to tell a federal judge in San Francisco Thursday that it has agreed to offer to buy back up to 500,000 2.0-liter diesel vehicles sold in the United States that exceeded legally allowable emission levels, the people said.

That would include versions of the Jetta sedan, the Golf compact and the Audi A3 sold since 2009. The buyback offer does not apply to the bigger, 80,000 3.0-liter diesel vehicles also found to have exceeded U.S. pollution limits, including Audi and Porsche SUV models, the people said.

VW in September admitted cheating on emissions tests for 11 million vehicles worldwide since 2009, damaging the automaker's global image.

As part of the settlement with U.S. authorities including the Environmental Protection Agency, Volkswagen has also agreed to a compensation fund for owners, a third person briefed on the terms said.

The compensation fund is expected to represent more than \$1 billion on top of the cost of buying back the vehicles, but it is not clear how much each owner might receive, the person said.

Volkswagen may also offer to repair polluting diesel vehicles if U.S. regulators approve the proposed fix, the sources said.

A VW spokeswoman, the EPA and the Justice Department declined to comment Wednesday.

VW will pay cash compensation to owners who either sell their vehicles back or get them fixed, one of the people briefed on the matter said. Owners selling back their vehicles will get an additional cash payment on top of receiving the estimated value of the vehicles from before the emissions scandal became public in September 2015.

Owners are expected to have around two years to decide whether to sell back vehicles or get them repaired. It is not clear whether VW will be allowed to resell vehicles they buy back, the source said.

The framework deal with U.S. officials was reached after lengthy talks in recent days at the Washington law office of Robert Mueller. The former FBI director is the court appointed mediator named to help settle more than 500 civil suits filed against VW. The talks, which continued over the week, included all the government agencies and lead plaintiffs attorneys suing GM.

Some elements of the settlement are still being worked out and details are not expected to be announced Thursday at a court hearing, the people briefed on the matter said. The final deal could still change before it is officially announced, they said.

U.S. District Judge Charles Breyer in March gave VW until Thursday "to announce a concrete proposal for getting the polluting vehicles off the road."

Breyer said in March the "proposal may include a vehicle buy-back plan or a fix approved by the relevant regulators that allows the cars to remain on the road with certain modifications."

A final settlement is also expected to include an environmental remediation fund to address excess pollution emitted by the U.S. vehicles since 2009.

It is not clear if the deal will resolve the U.S. Justice Department's civil suit filed in January against VW or if VW will agree to pay a civil penalty. VW also faces ongoing criminal investigations by the Justice Department and other prosecutors around the world.

Separately, Germany's Die Welt newspaper reported Wednesday that the deal to settle the case would involve it paying each affected customer \$5,000. But a person briefed on the matter told Reuters that no decisions on how individual compensation will be awarded have been made.

In December, VW said it was creating an independent claims program for owners of vehicles with excess emissions.

It named compensation expert Ken Feinberg, who administered funds for the Sept. 11, 2001 attacks, BP Plc Deepwater Horizon oil spill and General Motors Co ignition switch crashes, to create and administer the program.

(Reporting by David Shepardson; Editing by David Gregorio and Andrew Hay)

**Sacramento Bee (AP)**

**<http://www.sacbee.com/latest-news/article73055332.html#storylink=cpy>**

**The Latest: Judge: VW owners get option of buybacks, fixes**

The Associated Press -SAN FRANCISCO

8:30 a.m.

A judge says an agreement will give consumers who bought nearly 600,000 Volkswagen vehicles rigged to cheat on emissions tests the option of having the automaker buy back the cars or fix them.

Senior U.S. District Judge Charles Breyer did not give details Thursday on how much car owners would be paid but said the deal between Volkswagen, the U.S. government and private lawyers would include "substantial compensation."

Breyer says the agreement will include a fund for corrective efforts over the excess pollution and that VW will be required to commit other money to promote green automotive technology.

The owners and the U.S. Department of Justice sued the company after it acknowledged in September that it intentionally defeated emissions tests and put dirty vehicles on the road.

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10:40 p.m.

Time is up for Volkswagen to meet a federal judge's deadline to detail how it will make nearly 600,000 diesel cars rigged to cheat on emissions tests comply with clean air laws.

Senior U.S. District Judge Charles Breyer said he wanted to know the timing of the fix and any planned payments to vehicle owners by a court hearing set for Thursday.

A person briefed on the matter says a deal is expected to be announced between Volkswagen, the U.S. government and private lawyers for the automaker to buy back some of the vehicles and spend just over \$1 billion to compensate owners.

The person says the agreement, however, does not include plans on how to repair the vehicles. It is unclear whether the deal will satisfy Breyer.

## **WSJ**

<http://www.wsj.com/articles/volkswagen-reaches-deal-with-u-s-authorities-over-diesel-emissions-scandal-1461252731>

### **Volkswagen Reaches Deal with U.S. Authorities Over Diesel Emissions Scandal**

By SARA RANDAZZO - April 21, 2016 11:32 a.m. ET

Relief is on the way for U.S. drivers of nearly 500,000 Volkswagen AG2-liter diesel vehicles equipped with devices meant to trick emissions tests.

A San Francisco federal judge said Thursday that Volkswagen has reached the broad outlines of a deal with U.S. authorities that includes buybacks of cars and compensation for U.S. drivers. The company didn't specify the cost of the deal or the specifics of the proposal.

The approximately 80,000 3-liter vehicles equipped with the devices weren't included as part of the plan. U.S. District Judge Charles Breyer, who is overseeing the case, said in open court that Volkswagen plans to offer consumers the option of having their vehicles bought back or modified to meet emissions standards. Those with leased cars can cancel the lease. "Substantial compensation" on top of the buyback or fix will also be awarded to consumers, Judge Breyer said.

The deal comes as part of litigation consolidating more than 500 federal lawsuits filed against Volkswagen in the wake of its September admission that it knew its diesel vehicles weren't as "green" as advertised and were violating pollution laws. Some 11 million vehicles are affected world-wide.

Judge Breyer, who is overseeing the case, has pressured Volkswagen since February to produce a fix for the cars. Judge Breyer made it clear last month that if no solution was offered by this week, he would consider a request by the plaintiffs to set a summer trial. An attorney for Volkswagen said at the time that engineers were working around the clock on a fix.

A bevy of U.S. authorities have put pressure on the company, including the U.S. Justice Department, Environmental Protection Agency, Federal Trade Commission and California Air Resources Board.

The mushrooming fallout from the scandal has cost Volkswagen's chief executive and top U.S. manager their jobs and led to plunging U.S. sales. Dealers have been left with expensive inventory they are unable to unload, and some have sued, alleging that Volkswagen defrauded them.

Volkswagen for years touted its diesel line as environmentally friendly vehicles with good fuel economy. The FTC sued the company for false advertising last month, pointing to alleged misleading taglines like "Diesel. It's no longer a dirty word," and "Green has never felt so right."

The company continues to face a criminal probe in the U.S. and litigation abroad.

11:11 AM

### **Road and Track**

<http://www.roadandtrack.com/new-cars/car-technology/news/a28916/vw-tdi-emissions-settlement/>

### **Volkswagen Settlement With U.S. Government on Diesel Emissions Cheat**

**VW announces its agreement to reimburse TDI owners affected by emissions "defeat devices."**

BY BOB SOROKANICH - APR 21, 2016

In a California court today, the United States government and Volkswagen announced an agreed fix for the approximately 480,000 2.0-liter TDI-powered VW products in the U.S. affected by the "emissions defeat device."

Volkswagen has agreed to buy back affected vehicles, and accept early cancellations on leased vehicles. In addition, VW has agreed to an owner compensation fund.

The court also stated that Volkswagen will establish a fund for "appropriate remediation efforts," by which the automaker intends to address the excess emissions created by the cheating diesel vehicles.

"We think these agreements are an important step forward to making things right," a representative of Volkswagen said during the court hearings.

2016 10:30 AM

*Below: NYTimes, LATimes*

### **New York Times**

[http://www.nytimes.com/2016/04/21/business/volkswagen-emissions.html?\\_r=0](http://www.nytimes.com/2016/04/21/business/volkswagen-emissions.html?_r=0)

### ***Volkswagen Deal on Emissions Cheating in U.S. Is Expected***

By JACK EWING APRIL 20, 2016

Volkswagen is close to completing a deal to resolve claims in the United States over its admission that it rigged vehicles to cheat on pollution tests, according to three people involved in the case.

A deal, if completed, is expected to include fines from regulators and compensation to owners that could collectively cost Volkswagen billions of dollars. The three people spoke on the condition of anonymity, citing the continuing legal matter.

Even at a high price, a settlement would be a major relief to the car company. The uncertainty over the financial impact of the deception has delayed its earnings reports and impaired its ability to raise money on the markets.

Judge Charles Breyer of the United States District Court in San Francisco had given Volkswagen until Thursday to reach a settlement with the federal government and with vehicle owners in the United States. The judge has scheduled a hearing in the case for Thursday morning.

The people said that the talks had been delicate and complex, and that terms could change or the parties might need more time to seal an agreement.

The final cost to Volkswagen could be significant.

On the regulatory side, Volkswagen faces a theoretical maximum penalty of \$18 billion in the United States. While lawyers in the case predict the actual fine imposed on Volkswagen to be much less, it would still set a record for an automaker accused of clean-air violations. The largest comparable fine was \$100 million imposed on the Hyundai-Kia group in 2014 for violating standards on greenhouse gas emissions.



Any settlement would also include provisions to fix nearly 600,000 cars in the United States that are still on the road, seven months after Volkswagen admitted cheating on emissions tests. Additionally, it will most likely include financial incentives to ensure that owners bring the cars back to dealers to be repaired.

Volkswagen has admitted that 11 million of its vehicles were equipped with software that was used to cheat on emissions tests. The company is now contending with the fallout.

In some cases, Volkswagen will not be able to fix the cars and will have to buy them back from owners. Kelley Blue Book, a research firm, estimated the cost of buying back the cars in the United States at \$7 billion.

Volkswagen may face other expenses, too. This settlement would apply only to the 600,000 affected cars in the United States. Volkswagen has admitted that it installed the so-called defeat device on more than 11 million cars worldwide.

The defeat device allowed Volkswagen to cheat on the emissions tests in the United States by recognizing when cars were being monitored and changing the exhaust settings. In testing, the cars dialed up pollution controls.

But on the road, pollution controls were dialed back to enhance performance and fuel mileage, and to protect emissions equipment from wear. When that happened, the cars spewed as much as 40 times the allowed amounts of nitrogen oxides, a pollutant that poses health hazards.

Judge Breyer is overseeing all of the litigation in the United States, including claims filed by federal and state governments as well as Volkswagen owners. Separate suits by Volkswagen dealers and by dealers of competing brands, who say the cheating gave Volkswagen an unfair advantage in the market, would probably not be part of the initial settlement.

Of 11 million Volkswagen vehicles with illegal software, an overwhelming majority are in Europe. But Volkswagen's legal troubles are focused in the United States, where limits on nitrogen oxides are more stringent and the penalties more severe.

In addition, United States law gives owners significant scope to seek redress in court. The American owners are seeking compensation for the declines in the resale value of their cars. The models with the cheating software include Volkswagen, as well as Audi and Porsche cars with 2-liter or 3-liter diesel engines from the model years 2008 to 2015.

Germany and most other European countries do not allow class-action suits like those filed by Volkswagen owners in the United States. In Germany, Volkswagen shareholders have sued the company, claiming that top executives violated their duty to report information that could affect the share price.

In court filings, Volkswagen has admitted that Martin Winterkorn, the former chief executive, was informed in 2014 that the company faced questions from regulators about possible emissions cheating. But the company did not say anything publicly about the issue until after it was disclosed in the United States by the Environmental Protection Agency on Sept. 18, 2015. Mr. Winterkorn resigned less than a week later.

**AP (via LA Times)**

<http://www.latimes.com/business/la-fi-0422-volkswagen-diesel-fix-20160421-story.html>

***Volkswagen expected to reveal buyback plan for emissions-cheating diesel cars***

6:44am – Associated Press

Time is up for Volkswagen to meet a federal judge's deadline to detail how it will make nearly 600,000 diesel cars rigged to cheat on emissions tests comply with clean air laws.

Senior U.S. District Judge Charles Breyer said he wanted to know the timing of the fix and any planned payments to vehicle owners by a court hearing set for Thursday. That is when a deal is expected to be announced between Volkswagen, the U.S. government and private lawyers for the automaker to buy back some of the vehicles and spend just over \$1 billion to compensate owners, a person briefed on the matter said.

The agreement would give some owners the choice of having Volkswagen repair their cars or buy them back, but it does not include plans on how to repair the vehicles, according to the person, who asked not to be identified because the deal hadn't been made public.

Those plans, and the cost of the fixes, apparently are still under negotiation. Compensation for car owners was among the details Breyer was seeking, but the judge was more focused on ending the ongoing pollution by getting the vehicles to comply with clean air laws.

He said last month that issue at the very least "must be resolved" and threatened a trial this summer if Volkswagen didn't meet his deadline. It was unclear whether the deal would satisfy Breyer.

The "deal in principle" includes a maximum amount of spending, but the final details, such as how much each owner would get, are still being worked out, according to the person briefed on the matter.

With \$1 billion to spend, it works out to about \$1,700 per car. But some owners of newer models who get just a software fix may receive little.

About 325,000 owners of older cars that require more extensive repairs likely will get more, because the repairs could affect mileage and performance.

Shares in Volkswagen were up 5.6% in early trading in Europe on news of a deal with the government. Analyst Marc-Rene Tonn at Warburg Research estimated the direct financial impact on Volkswagen from the emissions scandal worldwide at 28.6 billion euros (\$32.3 billion). The company also faces losses from declines in market share and having to lower its prices to keep customers.

Any U.S. settlement could influence what happens in Europe and in other countries, he said. "Very generous payments to U.S. customers may add to some greediness here, too."

The owners and the U.S. Department of Justice sued the company after it acknowledged in September that it intentionally defeated emissions tests and put dirty vehicles on the road.

Volkswagen told its shareholders last year it had set aside \$7.3 billion to help defray the potential costs of a recall or regulatory penalties. Most outside observers have said that figure is likely far too low. The company faces as much as \$20 billion in fines for Clean Air Act violations alone, before paying to fix the cars or compensate their owners.

Representatives for Volkswagen, the lawyers, and the government all declined comment Wednesday. Wyn Hornbuckle, spokesman for the Justice Department said federal officials would wait until Thursday's hearing before speaking. John Gersten, a spokesman for a law firm representing hundreds of Volkswagen owners, said a confidentiality order barred the firm from making any comment.

Breyer could order an early trial if he's unhappy, but that would divert resources that should be committed to finding a solution, said Michael Steel, an attorney at Morrison & Foerster who has advised car manufacturers about air quality matters.

"If an early trial is scheduled, the parties will put all their energy into preparing for battle instead of negotiating to settle," he said. "So the tool has to be used with great care. It is perhaps more effective as a threat than an actual order."

Volkswagen says in court documents that it does not believe a trial is appropriate.

The first item on Thursday's agenda is a report on the status of fixing the cars and "related discussions." It also includes a request to add the Federal Trade Commission to the case. The FTC has sued Volkswagen alleging deceptive advertising. The owners' lawyers also are seeking documents that Volkswagen provided to the law firm Jones Day, which the company has hired to investigate how the cheating happened.

Message

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**From:** Crupi, Ed (EC) [ed.crupi@canada.ca]  
**Sent:** 8/21/2018 4:54:00 PM  
**To:** Bunker, Byron [bunker.byron@epa.gov]  
**Subject:** Re: Proposed text for review

## Ex. 5 Deliberative Process (DP)

Thanks for taking the time to review it. Enjoy the rest of the summer!

Regards

Ed

---

**From:** Bunker, Byron  
**Sent:** Tuesday, August 21, 2018 12:33 PM  
**To:** Crupi, Ed (EC)  
**Subject:** RE: Proposed text for review

Hi Ed,

Sorry that I didn't respond sooner. The text looks good to me. I spent a little time trying to find another way to say it and in the end I think the text your team has drafted is about as good as can be done.

Thanks,

Byron

\*\*\*\*\*

Byron Bunker  
Director Compliance Division  
Office of Transportation and Air Quality  
Environmental Protection Agency  
2000 Traverwood Drive  
Ann Arbor, MI 48105  
[Bunker.Byron@epa.gov](mailto:Bunker.Byron@epa.gov)  
Phone: (734) 214-4155  
Mobile: (734) 353-9623

\*\*\*\*\*

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**From:** Crupi, Ed (EC) [mailto:ed.crupi@canada.ca]  
**Sent:** Tuesday, August 21, 2018 9:18 AM  
**To:** Bunker, Byron <bunker.byron@epa.gov>  
**Subject:** Re: Proposed text for review

Hi Byron - just following up to see if you'll be able to look at this soon?

Ed

---

**From:** Crupi, Ed (EC)  
**Sent:** Friday, August 17, 2018 11:35 AM

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**To:** [Bunker.Byron@epamail.epa.gov](mailto:Bunker.Byron@epamail.epa.gov)

**Subject:** Proposed text for review

Hi Byron

I hope that you are doing well and have had time to take holidays to enjoy the hot summer weather.

# Ex. 5 Deliberative Process (DP)

Much appreciated.

Ed

Message

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**From:** Bandelj, Emil (EC) [emil.bandelj@canada.ca]  
**Sent:** 8/20/2018 8:51:21 PM  
**To:** Zaremski, Sara [zaremski.sara@epa.gov]; Bunker, Byron [bunker.byron@epa.gov]  
**CC:** Laing, Douglas (EC) [douglas.laing@canada.ca]  
**Subject:** RE: RE: USEPA Applications  
**Attachments:** EPA questions.pdf

Hi Sara — I've downloaded all the files Ching-Shih uploaded, so I'm good with that. I'm hoping to get back answers to questions I sent on June 21<sup>st</sup> (attached for reference).

Thanks,  
Emil

---

**From:** Zaremski, Sara [mailto:zaremski.sara@epa.gov]  
**Sent:** August 20, 2018 4:48 PM  
**To:** Bandelj, Emil (EC); Bunker, Byron  
**Cc:** Laing, Douglas (EC)  
**Subject:** RE: RE: USEPA Applications

Emil,

To confirm, you are all set with the files that Ching-Shih sent to you today — please confirm. I believe you are still looking for answers to different questions, but if your questions are related to the applications, please let me know.  
sara

Sara Zaremski  
Office of Transportation and Air Quality  
Compliance Division  
Center Director, Data Analysis and Information Center  
2000 Traverwood Drive  
Ann Arbor, MI 48105

phone: (734)214-4362  
Cell: (734) 223-0957

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**From:** Bandelj, Emil (EC) [mailto:emil.bandelj@canada.ca]  
**Sent:** Monday, August 20, 2018 4:41 PM  
**To:** Bunker, Byron <bunker.byron@epa.gov>  
**Cc:** Zaremski, Sara <zaremski.sara@epa.gov>; Laing, Douglas (EC) <douglas.laing@canada.ca>  
**Subject:** RE: RE: USEPA Applications

Hi Byron — any update to the questions we sent? Thanks.

Emil

---

**From:** Bandelj, Emil (EC)  
**Sent:** August 2, 2018 6:42 AM  
**To:** Bunker, Byron

**Cc:** Zaremski, Sara; Laing, Douglas (EC)  
**Subject:** Re: RE: USEPA Applications

**Ex. 7(A), 7(E)**

Thanks,  
Emil

----- Original message -----

From: "Bunker, Byron" <[bunker.byron@epa.gov](mailto:bunker.byron@epa.gov)>  
Date: 2018-07-26 8:47 AM (GMT-05:00)  
To: "Bandelj, Emil (EC)" <[emil.bandelj@canada.ca](mailto:emil.bandelj@canada.ca)>  
Cc: "Laing, Douglas (EC)" <[douglas.laing@canada.ca](mailto:douglas.laing@canada.ca)>, "Zaremski, Sara" <[zaremski.sara@epa.gov](mailto:zaremski.sara@epa.gov)>  
Subject: RE: USEPA Applications

Hi Emil,

**Ex. 7(A), 7(E)**

Thanks,

Byron

\*\*\*\*\*

Byron Bunker  
Director Compliance Division  
Office of Transportation and Air Quality  
Environmental Protection Agency  
2000 Traverwood Drive  
Ann Arbor, MI 48105  
[Bunker.Byron@epa.gov](mailto:Bunker.Byron@epa.gov)  
Phone: (734) 214-4155  
Mobile: (734) 353-9623  
\*\*\*\*\*

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**From:** Bandelj, Emil (EC) [<mailto:emil.bandelj@canada.ca>]  
**Sent:** Wednesday, July 25, 2018 2:30 PM  
**To:** Bunker, Byron <[bunker.byron@epa.gov](mailto:bunker.byron@epa.gov)>  
**Cc:** Laing, Douglas (EC) <[douglas.laing@canada.ca](mailto:douglas.laing@canada.ca)>  
**Subject:** FW: USEPA Applications

**Ex. 7(A), 7(E)**

Thanks,  
Emil

---

**From:** Seth Weinstein [<mailto:spw@15bedford.com>]  
**Sent:** July 20, 2018 12:36 PM  
**To:** Bandelj, Emil (EC)

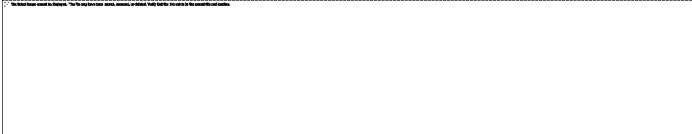
**Cc:** David M. Humphrey  
**Subject:** USEPA Applications

Emil:

Attached please find Volkswagen AG's consent to release to Environment and Climate Change Canada the confidential certification applications submitted to the United States Environmental Protection Agency.

Please do not hesitate to contact David or me should you wish to discuss further.

Seth Weinstein



This email may contain information that is privileged, confidential and/or exempt from disclosure. No waiver whatsoever is intended by sending this e-mail which is intended only for the named recipient(s). Unauthorized use, dissemination or copying is prohibited. If you receive this email in error, please notify the sender and destroy all copies of this email.



Message

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**From:** Lavergne2, Josee (EC/EC) [josee.lavergne2@canada.ca]  
**Sent:** 11/13/2015 4:32:23 PM  
**To:** Bunker, Byron [bunker.byron@epa.gov]; Wehrly, Linc [wehrly.linc@epa.gov]  
**CC:** Couroux, Stephane (EC/EC) [stephane.couroux@canada.ca]; Collins, Kevin (EC/EC) [kevin.collins@canada.ca]  
**Subject:** Current - updated test plan  
**Attachments:** Vehicle Tracking Sheet for EPA - 13Nov2015.xlsx

Bonjour Byron and Linc,

## Ex. 7(A), 7(E)

On a different matter, although our old email addresses will still work for a little while, please note our new email addresses.

See you next week,

*Josée Lavergne*

Manager, Vehicles and Engines Testing for Emissions Verification (VETEV)

Transportation Division

613-990-7848

Gestionnaire, Essais et vérifications des émissions pour les véhicules et les moteurs (EVEVM)

Division du transport

Message

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**From:** Grundler, Christopher [grundler.christopher@epa.gov]  
**Sent:** 10/27/2015 12:40:44 AM  
**To:** Bunker, Byron [bunker.byron@epa.gov]  
**Subject:** Re: No more test data today.

K

Christopher Grundler, Director  
Office of Transportation and Air Quality  
U.S. Environmental Protection Agency  
202.564.1682 (Washington)  
734.214.4207 (Ann Arbor)  
[www.epa.gov/otaq](http://www.epa.gov/otaq)

On Oct 26, 2015, at 8:21 PM, Bunker, Byron <[bunker.byron@epa.gov](mailto:bunker.byron@epa.gov)> wrote:

I spoke with Annette. They haven't processed the afternoon runs yet. We will expect to get them around midday tomorrow (10 AM PDT). Hopefully the EC data will come in the morning too.

---

**From:** Lavergne, Josee [NCR] [<mailto:Josee.Lavergne@ec.gc.ca>]  
**Sent:** Monday, October 26, 2015 8:18 PM  
**To:** Bunker, Byron  
**Cc:** Collins, Kevin [NCR]  
**Subject:** Re: Testing results and plans

Oh sorry! I did not know you were still waiting for the results. We were promised them today but by 6pm we hadn't received them. At that point I did not expect them anymore. (Testing is done by a different group.)

I will pressure the testing group for those results early tomorrow.

Josee

---

**From:** Bunker, Byron [<mailto:bunker.byron@epa.gov>]  
**Sent:** Monday, October 26, 2015 07:59 PM  
**To:** Lavergne, Josee [NCR]; Collins, Kevin (EC/EC) <[kevin.collins@canada.ca](mailto:kevin.collins@canada.ca)>  
**Subject:** RE: Testing results and plans

Hi Josee,

Do you think results will still come today or are we now rolled over until tomorrow? I had told Chris to expect results today. I would like to let him know if that won't happen so he isn't constantly checking his email.

Thanks,

Byron

\*\*\*\*\*

Byron Bunker

Director Compliance Division  
Office of Transportation and Air Quality  
Environmental Protection Agency  
2000 Traverwood Drive  
Ann Arbor, MI 48105  
[Bunker.Byron@epa.gov](mailto:Bunker.Byron@epa.gov)  
Phone: (734) 214-4155  
Mobile: (734) 353-9623  
\*\*\*\*\*

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**From:** Lavergne, Josee [NCR] [<mailto:Josee.Lavergne@ec.gc.ca>]  
**Sent:** Monday, October 26, 2015 4:39 PM  
**To:** Bunker, Byron; Collins, Kevin (EC/EC)  
**Subject:** RE: Testing results and plans

Hi Byron, yes, Kevin or I will send you the results...

*Josée*

---

**From:** Bunker, Byron [<mailto:bunker.byron@epa.gov>]  
**Sent:** October 26, 2015 4:35 PM  
**To:** Collins, Kevin (EC/EC)  
**Cc:** Lavergne, Josee [NCR]  
**Subject:** RE: Testing results and plans

Thanks Kevin.

Great news. Should I be looking for an e-mail from you? I want to make sure I don't miss it.

Thanks,

Byron

\*\*\*\*\*  
Byron Bunker  
Director Compliance Division  
Office of Transportation and Air Quality  
Environmental Protection Agency  
2000 Traverwood Drive  
Ann Arbor, MI 48105  
[Bunker.Byron@epa.gov](mailto:Bunker.Byron@epa.gov)  
Phone: (734) 214-4155  
Mobile: (734) 353-9623  
\*\*\*\*\*

---

**From:** Collins, Kevin (EC/EC) [<mailto:kevin.collins@canada.ca>]  
**Sent:** Monday, October 26, 2015 1:25 PM  
**To:** Bunker, Byron  
**Cc:** Lavergne2, Josee (EC/EC)  
**Subject:** RE: Testing results and plans

Hi Byron,

After we asked last Friday to run this weekend it was not sure if it would be possible. The technician I talked to this morning thought it didn't occur, but just learned that they did perform testing this weekend. Should have data before end of day.

Sorry about that,  
Kevin

---

**From:** Collins, Kevin (EC/EC)  
**Sent:** October 26, 2015 12:30 PM  
**To:** 'bunker.byron@epa.gov'  
**Cc:** Lavergne2, Josee (EC/EC)  
**Subject:** FW: Testing results and plans

Hi Byron, I just got your voicemail. Unfortunately testing did not occur this weekend and the test plan mentioned in the email below was maintained (starting tomorrow am). I might be hard to reach by phone this PM as I will be in meetings most of the afternoon.  
Regards,  
Kevin

---

**From:** Lavergne,Josee [NCR] [<mailto:Josee.Lavergne@ec.gc.ca>]  
**Sent:** Friday, October 23, 2015 11:25 AM  
**To:** Bunker, Byron <[bunker.byron@epa.gov](mailto:bunker.byron@epa.gov)>  
**Cc:** Dalton, Joel <[Dalton.Joel@epa.gov](mailto:Dalton.Joel@epa.gov)>; Snyder, Jim <[Snyder.Jim@epa.gov](mailto:Snyder.Jim@epa.gov)>; Wehrly, Linc <[wehrly.linc@epa.gov](mailto:wehrly.linc@epa.gov)>; Collins, Kevin [NCR] <[Kevin.Collins@ec.gc.ca](mailto:Kevin.Collins@ec.gc.ca)>  
**Subject:** Testing results and plans

Bonjour Byron and others,

**Ex. 7(A), 7(E)**

# Ex. 7(A), 7(E)

Feel free to contact Kevin if you have questions.

*Josée Lavergne*

Manager, Vehicles and Engines Testing for Emissions Verification (VETEV)

Transportation Division

613-990-7848

Gestionnaire, Essais et vérifications des émissions pour les véhicules et les moteurs (EVEVM)

Division du transport

Message

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**From:** Lavergne, Josee [NCR] [Josee.Lavergne@ec.gc.ca]  
**Sent:** 10/23/2015 3:24:59 PM  
**To:** Bunker, Byron [bunker.byron@epa.gov]  
**CC:** Dalton, Joel [Dalton.Joel@epa.gov]; Snyder, Jim [Snyder.Jim@epa.gov]; Wehrly, Linc [wehrly.linc@epa.gov]; Collins, Kevin [NCR] [Kevin.Collins@ec.gc.ca]  
**Subject:** Testing results and plans  
**Attachments:** EPA Cycles 3 4 6\_data summary.xlsx

Bonjour Byron and others,

**Ex. 7(A), 7(E)**

Feel free to contact Kevin if you have questions.

*Josée Lavergne*

Manager, Vehicles and Engines Testing for Emissions Verification (VETEV)

Transportation Division

613-990-7848

Gestionnaire, Essais et vérifications des émissions pour les véhicules et les moteurs (EVEVM)

Division du transport

Message

---

**From:** Bunker, Byron [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=DDF7BCF023D241A9A477A2DC75D5901C-BUNKER, BYRON]  
**Sent:** 8/21/2018 6:52:48 PM  
**To:** Bandelj, Emil (EC) [emil.bandelj@canada.ca]; Zaremski, Sara [zaremski.sara@epa.gov]  
**CC:** Laing, Douglas (EC) [douglas.laing@canada.ca]; Wehrly, Linc [wehrly.linc@epa.gov]; Davis, Theresa [Davis.Theresa@epa.gov]  
**Subject:** RE: RE: USEPA Applications  
**Attachments:** EPA Certification Questions 21 August 2018.docx

Hi Emil,

**Ex. 7(A), 7(E)**

Theresa Davies can help coordinate a time for a call with Linc and me.

I hope this information is helpful to you.

Best regards,

Byron

\*\*\*\*\*

Byron Bunker  
Director Compliance Division  
Office of Transportation and Air Quality  
Environmental Protection Agency  
2000 Traverwood Drive  
Ann Arbor, MI 48105  
[Bunker.Byron@epa.gov](mailto:Bunker.Byron@epa.gov)  
Phone: (734) 214-4155  
Mobile: (734) 353-9623

\*\*\*\*\*

---

**From:** Bandelj, Emil (EC) [mailto:emil.bandelj@canada.ca]  
**Sent:** Monday, August 20, 2018 4:51 PM  
**To:** Zaremski, Sara <zaremski.sara@epa.gov>; Bunker, Byron <bunker.byron@epa.gov>  
**Cc:** Laing, Douglas (EC) <douglas.laing@canada.ca>  
**Subject:** RE: RE: USEPA Applications

Hi Sara – I've downloaded all the files Ching-Shih uploaded, so I'm good with that. I'm hoping to get back answers to questions I sent on June 21<sup>st</sup> (attached for reference).

Thanks,  
Emil



---

**From:** Zaremski, Sara [<mailto:zaremski.sara@epa.gov>]  
**Sent:** August 20, 2018 4:48 PM  
**To:** Bandelj, Emil (EC); Bunker, Byron  
**Cc:** Laing, Douglas (EC)  
**Subject:** RE: RE: USEPA Applications

Emil,

To confirm, you are all set with the files that Ching-Shih sent to you today – please confirm. I believe you are still looking for answers to different questions, but if your questions are related to the applications, please let me know.  
sara

Sara Zaremski  
Office of Transportation and Air Quality  
Compliance Division  
Center Director, Data Analysis and Information Center  
2000 Traverwood Drive  
Ann Arbor, MI 48105

phone: (734)214-4362  
Cell: (734) 223-0957

---

**From:** Bandelj, Emil (EC) [<mailto:emil.bandelj@canada.ca>]  
**Sent:** Monday, August 20, 2018 4:41 PM  
**To:** Bunker, Byron <[bunker.byron@epa.gov](mailto:bunker.byron@epa.gov)>  
**Cc:** Zaremski, Sara <[zaremski.sara@epa.gov](mailto:zaremski.sara@epa.gov)>; Laing, Douglas (EC) <[douglas.laing@canada.ca](mailto:douglas.laing@canada.ca)>  
**Subject:** RE: RE: USEPA Applications

Hi Byron – any update to the questions we sent? Thanks.

Emil

---

**From:** Bandelj, Emil (EC)  
**Sent:** August 2, 2018 6:42 AM  
**To:** Bunker, Byron  
**Cc:** Zaremski, Sara; Laing, Douglas (EC)  
**Subject:** Re: RE: USEPA Applications

## Ex. 7(A), 7(E)

Thanks,  
Emil

----- Original message -----

From: "Bunker, Byron" <[bunker.byron@epa.gov](mailto:bunker.byron@epa.gov)>  
Date: 2018-07-26 8:47 AM (GMT-05:00)  
To: "Bandelj, Emil (EC)" <[emil.bandelj@canada.ca](mailto:emil.bandelj@canada.ca)>  
Cc: "Laing, Douglas (EC)" <[douglas.laing@canada.ca](mailto:douglas.laing@canada.ca)>, "Zaremski, Sara" <[zaremski.sara@epa.gov](mailto:zaremski.sara@epa.gov)>  
Subject: RE: USEPA Applications

Hi Emil,

# Ex. 7(A), 7(E)

Thanks,

Byron

\*\*\*\*\*

Byron Bunker  
Director Compliance Division  
Office of Transportation and Air Quality  
Environmental Protection Agency  
2000 Traverwood Drive  
Ann Arbor, MI 48105  
[Bunker.Byron@epa.gov](mailto:Bunker.Byron@epa.gov)  
Phone: (734) 214-4155  
Mobile: (734) 353-9623

\*\*\*\*\*

---

**From:** Bandelj, Emil (EC) [<mailto:emil.bandelj@canada.ca>]  
**Sent:** Wednesday, July 25, 2018 2:30 PM  
**To:** Bunker, Byron <[bunker.byron@epa.gov](mailto:bunker.byron@epa.gov)>  
**Cc:** Laing, Douglas (EC) <[douglas.laing@canada.ca](mailto:douglas.laing@canada.ca)>  
**Subject:** FW: USEPA Applications

# Ex. 7(A), 7(E)

Thanks,  
Emil

---

**From:** Seth Weinstein [<mailto:spw@15bedford.com>]  
**Sent:** July 20, 2018 12:36 PM  
**To:** Bandelj, Emil (EC)  
**Cc:** David M. Humphrey  
**Subject:** USEPA Applications

Emil:

Attached please find Volkswagen AG's consent to release to Environment and Climate Change Canada the confidential certification applications submitted to the United States Environmental Protection Agency.

Please do not hesitate to contact David or me should you wish to discuss further.

Seth Weinstein



This email may contain information that is privileged, confidential and/or exempt from disclosure. No waiver whatsoever is intended by sending this e-mail which is intended only for the named recipient(s). Unauthorized use, dissemination or copying is prohibited. If you receive this email in error, please notify the sender and destroy all copies of this email.

Message

---

**From:** Bandelj, Emil (EC) [emil.bandelj@canada.ca]  
**Sent:** 7/12/2018 5:16:07 PM  
**To:** Bunker, Byron [bunker.byron@epa.gov]  
**CC:** Laing, Douglas (EC) [douglas.laing@canada.ca]  
**Subject:** RE: questions  
**Attachments:** EPA questions.pdf

Hi Byron – just following up on the status of the responses to the questions.

We are waiting for waiver letters from the manufacturers, which we understand should be coming shortly.

Thanks,  
Emil

---

**From:** Bandelj, Emil (EC)  
**Sent:** June 21, 2018 7:41 AM  
**To:** bunker.byron@epa.gov  
**Cc:** Laing, Douglas (EC)  
**Subject:** questions

Hi Byron – attached are some questions. If we could get responses before July 6<sup>th</sup>, it would be greatly appreciated.

Thanks,

Emil Bandelj

Enforcement Officer, Enforcement Branch  
Environment Canada / Government of Canada  
[Emil.Bandelj@canada.ca](mailto:Emil.Bandelj@canada.ca) / Tel: 289-313-6739 / Cel. : 289-259-7533

Agent de l'autorité, Gestionnaire des Operations, Direction générale de l'application de la loi  
Environnement Canada / Gouvernement du Canada  
[Emil.Bandelj@canada.ca](mailto:Emil.Bandelj@canada.ca) / Tél. : 289-313-6739 / Tél. cell. : 289-259-7533

Message

---

**From:** Schmittou, Kim [schmittou.kim@epa.gov]  
**Sent:** 6/14/2018 10:26:08 AM  
**To:** Bunker, Byron [bunker.byron@epa.gov]  
**Subject:** RE: EPA certificate verification

Byron,  
Emil will call you on the 19<sup>th</sup> at 3:30-4:00 PM

---

**From:** Bunker, Byron  
**Sent:** Wednesday, June 13, 2018 4:25 PM  
**To:** Bandelj, Emil (EC) <emil.bandelj@canada.ca>  
**Cc:** Laing, Douglas (EC) <douglas.laing@canada.ca>; Davis, Theresa <Davis.Theresa@epa.gov>; Schmittou, Kim <schmittou.kim@epa.gov>  
**Subject:** RE: EPA certificate verification

Hi Kim,

Can you please follow up on the e-mail copied below to put a call on my calendar next week?

Thanks,

Byron

\*\*\*\*\*

Byron Bunker  
Director Compliance Division  
Office of Transportation and Air Quality  
Environmental Protection Agency  
2000 Traverwood Drive  
Ann Arbor, MI 48105  
[Bunker.Byron@epa.gov](mailto:Bunker.Byron@epa.gov)  
Phone: (734) 214-4155  
Mobile: (734) 353-9623  
\*\*\*\*\*

---

**From:** Bandelj, Emil (EC) [<mailto:emil.bandelj@canada.ca>]  
**Sent:** Wednesday, June 13, 2018 4:15 PM  
**To:** Bunker, Byron <[bunker.byron@epa.gov](mailto:bunker.byron@epa.gov)>  
**Cc:** Laing, Douglas (EC) <[douglas.laing@canada.ca](mailto:douglas.laing@canada.ca)>  
**Subject:** EPA certificate verification

Hello Byron,

# Ex. 7(A), 7(E)

Thanks,

Emil Bandelj

Enforcement Officer, Enforcement Branch  
Environment Canada / Government of Canada  
[Emil.Bandelj@canada.ca](mailto:Emil.Bandelj@canada.ca) / Tel: 289-313-6739 / Cel. : 289-259-7533

Agent de l'autorité, Gestionnaire des Operations, Direction générale de l'application de la loi  
Environnement Canada / Gouvernement du Canada  
[Emil.Bandelj@canada.ca](mailto:Emil.Bandelj@canada.ca) / Tél. : 289-313-6739 / Tél. cell. : 289-259-7533

Message

---

**From:** Blubaugh, Jim [Blubaugh.Jim@epa.gov]  
**Sent:** 3/29/2018 6:52:43 PM  
**To:** Grundler, Christopher [grundler.christopher@epa.gov]  
**CC:** Bunker, Byron [bunker.byron@epa.gov]  
**Subject:** RE: Contact from ECCC re: Enforcement Coord (Please advise)

**Ex. 7(A); 7(E)**

I mentioned that I thought it would be a good idea to confer on these topics and suggested that we add it to the agenda for our upcoming OTAQ-ECCC coordination meeting on 5/15 in Ottawa. He seemed pleased with that idea. So, as long as you are good as well, we can table this issue until then.

Jim

---

**From:** Grundler, Christopher  
**Sent:** Thursday, March 22, 2018 7:30 PM  
**To:** Blubaugh, Jim <Blubaugh.Jim@epa.gov>  
**Cc:** Bunker, Byron <bunker.byron@epa.gov>  
**Subject:** Re: Contact from ECCC re: Enforcement Coord (Please advise)

Call S and get a better idea of what they wish to discuss. When we talked it was a bit vague

---

Christopher Grundler, Director  
Office of Transportation and Air Quality  
U.S. Environmental Protection Agency  
202.564.1682 (Washington DC)  
734.214.4207 (Ann Arbor MI)  
734.645.5221 (mobile)  
[www.epa.gov/otaq](http://www.epa.gov/otaq)

On Mar 22, 2018, at 7:42 AM, Blubaugh, Jim <[Blubaugh.Jim@epa.gov](mailto:Blubaugh.Jim@epa.gov)> wrote:

Hi Chris,

I received this note from Stephane last night. How would you like me to handle it?

Thanks,  
Jim

---

**From:** Couroux, Stéphane (EC) [<mailto:stephane.couroux@canada.ca>]  
**Sent:** Wednesday, March 21, 2018 8:51 PM  
**To:** Blubaugh, Jim <[Blubaugh.Jim@epa.gov](mailto:Blubaugh.Jim@epa.gov)>

**Cc:** Crupi, Ed (EC) <[ed.crupi@canada.ca](mailto:ed.crupi@canada.ca)>; Lavergne2, Josee (EC) <[josee.lavergne2@canada.ca](mailto:josee.lavergne2@canada.ca)>; Nguyen, Marie-France (EC) <[marie-france.nguyen@canada.ca](mailto:marie-france.nguyen@canada.ca)>

**Subject:** RE: US EPA Information Request to Diesel Spec Inc.

Hi Jim,

Hope all is well with you, and thanks again for sharing below with team.

## Ex. 7(A); 7(E)

I would think perhaps you, Byron and Chris on your side and Josée, Ed and I (and potentially Helen) on our side.

Let me know what you think.

Thanks,

*Stéphane*

Stéphane Couroux

Directeur, Division des transports, Direction générale de la protection de l'environnement  
Environnement et changement climatique Canada / Gouvernement du Canada  
[stephane.couroux@canada.ca](mailto:stephane.couroux@canada.ca) / Tél. : 819-420-8020 / Tél. cell. : (613) 864-2911

Director, Transportation Division, Environmental Protection Branch  
Environment and Climate Change Canada / Government of Canada  
[stephane.couroux@canada.ca](mailto:stephane.couroux@canada.ca) / Tel: 819-420-8020 / Cell: 613-864-291

---

**From:** Blubaugh, Jim <[Blubaugh.Jim@epa.gov](mailto:Blubaugh.Jim@epa.gov)>  
**Sent:** Tuesday, March 20, 2018 6:10 PM  
**To:** Ryan, Helen (EC)  
**Cc:** Crupi, Ed (EC)  
**Subject:** Fwd: US EPA Information Request to Diesel Spec Inc.

Helen,

## Ex. 7(A); 7(E)

Please keep this information close hold until Friday.

All the Best,  
Jim

Begin forwarded message:



**Ex. 7(A); 7(E)**

Message

---

**From:** Bunker, Byron [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=DDF7BCF023D241A9A477A2DC75D5901C-BUNKER, BYRON]  
**Sent:** 10/23/2015 3:37:18 PM  
**CC:** Collins, Kevin [NCR] [Kevin.Collins@ec.gc.ca]  
**Subject:** RE: Testing results and plans

Hi Kevin,

Can you give me a call? I can't seem to find your phone number and have a couple of questions that I am hoping you can help me with. My contact information (phone numbers) is contained in my signature block below.

Thanks,

Byron

\*\*\*\*\*

Byron Bunker  
Director Compliance Division  
Office of Transportation and Air Quality  
Environmental Protection Agency  
2000 Traverwood Drive  
Ann Arbor, MI 48105  
Bunker.Byron@epa.gov  
Phone: (734) 214-4155  
Mobile: (734) 353-9623

\*\*\*\*\*

---

**From:** Lavergne, Josee [NCR] [mailto:Josee.Lavergne@ec.gc.ca]  
**Sent:** Friday, October 23, 2015 11:25 AM  
**To:** Bunker, Byron  
**Cc:** Dalton, Joel; Snyder, Jim; Wehrly, Linc; Collins, Kevin [NCR]  
**Subject:** Testing results and plans

Bonjour Byron and others,

**Ex. 7(A), 7(E)**

# Ex. 7(A), 7(E)

Feel free to contact Kevin if you have questions.

*Josée Lavergne*

Manager, Vehicles and Engines Testing for Emissions Verification (VETEV)

Transportation Division

613-990-7848

Gestionnaire, Essais et vérifications des émissions pour les véhicules et les moteurs (EVEVM)

Division du transport

Message

---

**From:** Bunker, Byron [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=DDF7BCF023D241A9A477A2DC75D5901C-BUNKER, BYRON]  
**Sent:** 10/26/2015 8:42:35 PM  
**To:** Lavergne, Josee [NCR] [Josee.Lavergne@ec.gc.ca]; Collins, Kevin (EC/EC) [kevin.collins@canada.ca]  
**Subject:** RE: Testing results and plans

Perfect.

Thanks, Byron

\*\*\*\*\*

Byron Bunker  
Director Compliance Division  
Office of Transportation and Air Quality  
Environmental Protection Agency  
2000 Traverwood Drive  
Ann Arbor, MI 48105  
Bunker.Byron@epa.gov  
Phone: (734) 214-4155  
Mobile: (734) 353-9623

\*\*\*\*\*

---

**From:** Lavergne, Josee [NCR] [mailto:Josee.Lavergne@ec.gc.ca]  
**Sent:** Monday, October 26, 2015 4:39 PM  
**To:** Bunker, Byron; Collins, Kevin (EC/EC)  
**Subject:** RE: Testing results and plans

Hi Byron, yes, Kevin or I will send you the results...

*Josée*

---

**From:** Bunker, Byron [mailto:bunker.byron@epa.gov]  
**Sent:** October 26, 2015 4:35 PM  
**To:** Collins, Kevin (EC/EC)  
**Cc:** Lavergne, Josee [NCR]  
**Subject:** RE: Testing results and plans

Thanks Kevin.

Great news. Should I be looking for an e-mail from you? I want to make sure I don't miss it.

Thanks,

Byron

\*\*\*\*\*

Byron Bunker  
Director Compliance Division  
Office of Transportation and Air Quality  
Environmental Protection Agency

2000 Traverwood Drive  
Ann Arbor, MI 48105  
[Bunker.Byron@epa.gov](mailto:Bunker.Byron@epa.gov)  
Phone: (734) 214-4155  
Mobile: (734) 353-9623  
\*\*\*\*\*

---

**From:** Collins, Kevin (EC/EC) [<mailto:kevin.collins@canada.ca>]  
**Sent:** Monday, October 26, 2015 1:25 PM  
**To:** Bunker, Byron  
**Cc:** Lavergne2, Josee (EC/EC)  
**Subject:** RE: Testing results and plans

Hi Byron,  
After we asked last Friday to run this weekend it was not sure if it would be possible. The technician I talked to this morning thought it didn't occur, but just learned that they did perform testing this weekend. Should have data before end of day.  
Sorry about that,  
Kevin

---

**From:** Collins, Kevin (EC/EC)  
**Sent:** October 26, 2015 12:30 PM  
**To:** 'bunker.byron@epa.gov'  
**Cc:** Lavergne2, Josee (EC/EC)  
**Subject:** FW: Testing results and plans

Hi Byron, I just got your voicemail. Unfortunately testing did not occur this weekend and the test plan mentioned in the email below was maintained (starting tomorrow am). I might be hard to reach by phone this PM as I will be in meetings most of the afternoon.  
Regards,  
Kevin

---

**From:** Lavergne,Josee [NCR] [<mailto:Josee.Lavergne@ec.gc.ca>]  
**Sent:** Friday, October 23, 2015 11:25 AM  
**To:** Bunker, Byron <[bunker.byron@epa.gov](mailto:bunker.byron@epa.gov)>  
**Cc:** Dalton, Joel <[Dalton.Joel@epa.gov](mailto:Dalton.Joel@epa.gov)>; Snyder, Jim <[Snyder.Jim@epa.gov](mailto:Snyder.Jim@epa.gov)>; Wehrly, Linc <[wehrly.linc@epa.gov](mailto:wehrly.linc@epa.gov)>; Collins, Kevin [NCR] <[Kevin.Collins@ec.gc.ca](mailto:Kevin.Collins@ec.gc.ca)>  
**Subject:** Testing results and plans

Bonjour Byron and others,

# Ex. 7(A), 7(E)

# Ex. 7(A), 7(E)

Feel free to contact Kevin if you have questions.

*Josée Lavergne*

Manager, Vehicles and Engines Testing for Emissions Verification (VETEV)

Transportation Division

613-990-7848

Gestionnaire, Essais et vérifications des émissions pour les véhicules et les moteurs (EVEVM)

Division du transport

Message

---

**From:** Genier, Maxime (EC) [maxime.genier@canada.ca]  
**Sent:** 11/3/2016 3:17:57 PM  
**To:** Dalton, Joel [Dalton.Joel@epa.gov]  
**CC:** Allard, Gabrielle (EC) [gabrielle.allard@canada.ca]  
**Subject:** RE: Conference call - Friday November 4, 2016 @ 10 AM

Hi Joel,

No problem for pushing back the call tomorrow at 10 AM. I will update the meeting invite. Thank you for the

**Ex. 7(A), 7(E)**

Thanks again for your cooperation and looking forward to our chat tomorrow.

-max

---

**From:** Dalton, Joel [mailto:Dalton.Joel@epa.gov]  
**Sent:** November 3, 2016 11:08 AM  
**To:** Genier, Maxime (EC)  
**Cc:** Allard, Gabrielle (EC)  
**Subject:** RE: Conference call - Thursday November 3, 2016 @ 3 PM

Hi Maxime and Gabrielle,

**Ex. 7(A), 7(E)**

Let me know – otherwise, I will try to support 3pm today.

Joel Dalton

---

**From:** Genier, Maxime (EC) [<mailto:maxime.genier@canada.ca>]  
**Sent:** Monday, October 31, 2016 12:39 PM  
**To:** Dalton, Joel <[Dalton.Joel@epa.gov](mailto:Dalton.Joel@epa.gov)>  
**Cc:** Allard, Gabrielle (EC) <[gabrielle.allard@canada.ca](mailto:gabrielle.allard@canada.ca)>; Wehrly, Linc <[wehrly.linc@epa.gov](mailto:wehrly.linc@epa.gov)>  
**Subject:** RE: Conference call - Thursday November 3, 2016 @ 3 PM

Hi Joel,

**Ex. 7(A), 7(E)**

Have a great week.

Maxime Génier

---

**From:** Dalton, Joel [<mailto:Dalton.Joel@epa.gov>]  
**Sent:** October 31, 2016 11:31 AM  
**To:** Genier, Maxime (EC)  
**Cc:** Allard, Gabrielle (EC); Wehrly, Linc  
**Ex. 7(A), 7(E)**

Hello, Maxime –

**Ex. 7(A), 7(E)**

Right now, Thursday after 3pm is looking best for me, but we really need to work around Byron and/or Linc (and I know Linc is going to be out of the office for a few days.)

Joel Dalton

---

**From:** Genier, Maxime (EC) [<mailto:maxime.genier@canada.ca>]  
**Sent:** Monday, October 31, 2016 10:21 AM  
**To:** Dalton, Joel <[Dalton.Joel@epa.gov](mailto:Dalton.Joel@epa.gov)>  
**Cc:** Allard, Gabrielle (EC) <[gabrielle.allard@canada.ca](mailto:gabrielle.allard@canada.ca)>  
**Ex. 7(A), 7(E)**

Good morning Joel,

**Ex. 7(A), 7(E)**



me know if a suggested time within our availabilities work with you and I will forward you the conference call info. We are available:

- Wednesday: Morning (8 AM – 11:30 AM) and 2:30 PM
- Thursday: All day
- Friday: All day

Thanks and have a great day!

Sincerely,

Maxime Génier, P. Eng.

Ingénieur principal de programmes, Intendance environnementale  
Environnement et Changement climatique Canada / Gouvernement du Canada  
[maxime.genier@canada.ca](mailto:maxime.genier@canada.ca) / Tél. : 613-990-7854

Senior Program Engineer, Environmental Stewardship Branch  
Environment and Climate Change Canada / Government of Canada  
[maxime.genier@canada.ca](mailto:maxime.genier@canada.ca) / Tel: 613-990-7854

---

**From:** Dalton, Joel [<mailto:Dalton.Joel@epa.gov>]

**Sent:** September 30, 2016 4:29 PM

**To:** Genier, Maxime (EC)

**Ex. 7(A), 7(E)**

Hello!

I'm sorry, but somehow I don't have that voicemail. I have call forwarding and will check – I expect it is on my voicemail at my desk rather than on my cell.

I would be happy to help. However, I am out of the office until Thursday next week. Can we talk Thursday? I am interested to know more about this.

If you try my desk phone again, even while I am out Mon-Wed, I will try to answer; it should forward to my cell. If I have a phone signal and see the call, I will answer.

Otherwise, please try me on Thursday---

Have a good weekend.

BTW – I will be in the office for another hour or so.

In my absence, I would try Linc Wehrly.

Joel Dalton

---

**From:** Genier, Maxime (EC) [<mailto:maxime.genier@canada.ca>]

**Sent:** Friday, September 30, 2016 3:59 PM

**To:** Dalton, Joel <[Dalton.Joel@epa.gov](mailto:Dalton.Joel@epa.gov)>

**Ex. 7(A), 7(E)**

Hi Joel,

**Ex. 7(A), 7(E)**

# Ex. 7(A), 7(E)

Thanks in advance and have a great weekend!

-max

Maxime Génier, P. Eng.

Ingénieur de programmes, Intendance environnementale  
Environnement et Changement climatique Canada / Gouvernement du Canada  
[maxime.genier@canada.ca](mailto:maxime.genier@canada.ca) / Tél. : 613-990-7854

Program Engineer, Environmental Stewardship Branch  
Environment and Climate Change Canada / Government of Canada  
[maxime.genier@canada.ca](mailto:maxime.genier@canada.ca) / Tel: 613-990-7854

Message

---

**From:** Allard, Gabrielle (EC) [gabrielle.allard@canada.ca]  
**Sent:** 11/15/2016 8:56:40 PM  
**To:** Dalton, Joel [Dalton.Joel@epa.gov]  
**Subject:** RE: Diagra D contact

Hi Joel,

Thank you very much for this information. It is very helpful. I will contact Felix and move hopefully move forward with the acquisition of this software for our program.

Have a good evening,

*Gabrielle*

---

**From:** Dalton, Joel [mailto:Dalton.Joel@epa.gov]  
**Sent:** November 15, 2016 3:49 PM  
**To:** Allard, Gabrielle (EC)  
**Subject:** RE: Diagra D contact

Hi Gabrielle,  
I also have a phone number for Felix: 248 795 9971 (mobile)

Joel

---

**From:** Dalton, Joel  
**Sent:** Tuesday, November 15, 2016 3:33 PM  
**To:** 'Allard, Gabrielle (EC)' <gabrielle.allard@canada.ca>  
**Subject:** Diagra D contact

Hi Gabrielle!

It was nice meeting you last week; I hope our demonstration of Diagra was helpful.

I am including the email our helpful RA Consulting contact, Felix, on this email below.

**Ex. 7(A), 7(E)**

Here is the website: <https://www.rac.de/en/automotive-products/software/diagnostics/diagra-d/>

Also, in searching for the website, I came across a free download of the Diagra D; I have not tried it to see what the functionality is compared to what we have: <http://en.freownloadmanager.org/Windows-PC/RA-Consulting-DiagRA-D.html>

And I also see some YouTube videos: <https://www.youtube.com/watch?v=FWehKL1UfE>

I'm not sure exactly what we need to record proprietary parameters Ex. 7(A), 7(E) but it may be possible. Typically, we have been using ETAS for deeper analysis once we get the a2I file and the software documentation to go with it (Bosch, typically). Perhaps you can get Felix to update the software to make Diagra D more easily capable of recording proprietary parameters when we have an a2I file.

Felix Mueller: [F.Mueller@rac.de](mailto:F.Mueller@rac.de)

Regarding the cable, we have an original Mongoose cable made by Drew Technologies right here in Ann Arbor. I see that there are a bunch of MFR-specific versions as well. Drew Technologies is very helpful – I'd suggest talking to them directly to see which version is best for you. Perhaps a MFR-specific cable would make more sense for you if it gives you all of the dealer-specific PIDs in addition to OBDII PIDS. Their contact information is at the bottom of the page:

<http://www.drewtech.com/products/mongoose.html>

I hope this is helpful!

**Ex. 7(A), 7(E)**

Joel Dalton  
US EPA  
OAR-OTAQ-CD-LDVC  
734.214.4579

Message

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**From:** Allard, Gabrielle (EC) [gabrielle.allard@canada.ca]  
**Sent:** 11/15/2016 8:55:12 PM  
**To:** Dalton, Joel [Dalton.Joel@epa.gov]  
**Subject:** RE: Cummins in the news...

Hi Joel,

**Ex. 7(A), 7(E)**

Thanks,

*Gabrielle*

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**From:** Dalton, Joel [mailto:Dalton.Joel@epa.gov]  
**Sent:** November 15, 2016 3:37 PM  
**To:** Allard, Gabrielle (EC)  
**Subject:** Cummins in the news...

Hi Gabrielle,

**Ex. 7(A), 7(E)**

Joel Dalton

Message

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**From:** Collins, Kevin (EC/EC) [kevin.collins@canada.ca]  
**Sent:** 10/26/2015 2:00:34 PM  
**To:** Dalton, Joel [Dalton.Joel@epa.gov]  
**CC:** Lavergne2, Josee (EC/EC) [Josee.Lavergne@ec.gc.ca]  
**Subject:** RE: Testing results and plans

Hi Joel,  
Please see answers below.  
Regards,  
Kevin

---

**From:** Dalton, Joel [mailto:Dalton.Joel@epa.gov]  
**Sent:** October 26, 2015 9:36 AM  
**To:** Lavergne2, Josee (EC/EC)  
**Cc:** Collins, Kevin (EC/EC)  
**Subject:** RE: Testing results and plans

Hi Josee and Kevin,  
I am just backing in the office after being out Thursday afternoon and Friday, so I apologize if these questions have already been addressed:

**Ex. 7(A), 7(E)**

Thank you!  
Joel Dalton

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**From:** Lavergne, Josee [NCR] [mailto:Josee.Lavergne@ec.gc.ca]  
**Sent:** Friday, October 23, 2015 11:25 AM  
**To:** Bunker, Byron <bunker.byron@epa.gov>  
**Cc:** Dalton, Joel <Dalton.Joel@epa.gov>; Snyder, Jim <Snyder.Jim@epa.gov>; Wehrly, Linc <wehrly.linc@epa.gov>; Collins, Kevin [NCR] <Kevin.Collins@ec.gc.ca>  
**Subject:** Testing results and plans

Bonjour Byron and others,

**Ex. 7(A), 7(E)**

# Ex. 7(A), 7(E)

Feel free to contact Kevin if you have questions.

*Josée Lavergne*

Manager, Vehicles and Engines Testing for Emissions Verification (VETEV)

Transportation Division

613-990-7848

Gestionnaire, Essais et vérifications des émissions pour les véhicules et les moteurs (EVEVM)

Division du transport

## Appointment

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**From:** Dalton, Joel [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=5E590CA117F84CC384ADCF13B68B4358-DALTON, JOEL]  
**Sent:** 11/3/2016 2:54:45 PM  
**To:** Genier, Maxime (EC) [maxime.genier@canada.ca]  
**Subject:** Accepted: Conference Call  
**Attachments:** winnebagoindustriesinc-15.pdf; forestriverinc-15.pdf; winnebagoindustriesinc-15.pdf; forestriverinc-15.pdf  
**Start:** 11/3/2016 7:00:00 PM  
**End:** 11/3/2016 7:45:00 PM  
**Show Time As:** Busy

Hi Maxime,

**Ex. 7(A), 7(E)**



# Ex. 7(A), 7(E)

Joel Dalton

Message

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**From:** Wright, DavidA [Wright.DavidA@epa.gov]  
**Sent:** 12/22/2016 4:37:44 PM  
**To:** Kirshenblatt, Morrie (EC) [morrie.kirshenblatt@canada.ca]; Therien, Alexandra (EC) [alexandra.therien@canada.ca]  
**CC:** Snyder, Jim [Snyder.Jim@epa.gov]; Wehrly, Linc [wehrly.linc@epa.gov]  
**Subject:** FW: Tier 3 EPA Implementation Questions  
**Attachments:** tier3-epa-answers-mfr-questions-2016-02-25.pdf

Morrie and Alexandra,

## Ex. 7(A), 7(E)

Attached is a Tier 3 Q&A document which we provided to manufacturers and which discusses the handling of early Tier 3 vehicles for fleet compliance and credit generation. I believe this is responsive to your question regarding demonstrating compliance for T2 and Tier 3 fleet average requirements during 2015 and 2016 model years. Feel free to contact me if you have additional questions once you have reviewed the section related to early Tier 3 certification. So you know, I too will be on vacation after today and will not be back in the office until January 3<sup>rd</sup>.

Regards,

David

David Wright  
Light-Duty Vehicle Center – Compliance Division  
Office of Transportation and Air Quality  
U.S. Environmental Protection Agency  
(734) 214-4467

## Ex. 7(A), 7(E)

**Ex. 7(A), 7(E)**

Manufacturer Tier 3 Questions and EPA Answers12/18/2015; revised 2/25/2016					
Issue No.	Subject	Regulation Reference	Regulation	Manufacturer Questions	EPA Answers
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1. Certification					
1.1	Tier 3 Evap and ORVR Useful Life corresponding to 120K and 150K test groups	§86.1805-17(d)	<p><b>§86.1805-17 Useful life.</b></p> <p>* * *</p> <p>(d) Criteria pollutants. The useful life provisions of this paragraph (d) apply for all emission standards not covered by paragraph (b) or (c) of this section. Except as specified in paragraph (f) of this section and in §§86.1811, 86.1813, and 86.1816, the useful life for LDT2, HLDT, MDPV, and HDV is 15 years or 150,000 miles. The useful life for LDV and LDT1 is 10 years or 120,000 miles. Manufacturers may optionally certify LDV and LDT1 to a useful life of 15 years or 150,000 miles, in which case the longer useful life would apply for all the standards and requirements covered by this paragraph (d).</p>	<p>For vehicles above 6K GVWR that are certified to Tier 3 evaporative emission requirements the useful life (UL) is 15 years/150K miles. This UL also applies to ORVR. For vehicles below 6K GVWR (LDV, LDT1) that are certified to Tier 3 evaporative emission requirements the UL is 10 years / 120K miles. There is no sun-set to the 10 year / 120K UL for LDV and LDT1 vehicles. This UL also applies to ORVR. The 15 year / 150K UL only applies to combinations of Tier 3 evap and exhaust. If the exhaust goes to Tier 3 but the evap family is certified to Tier 2, then the evap and ORVR UL remain 10 / 120K.</p> <p>For vehicles below 6K GVWR what happens if one test group goes to Tier 3 15 year / 150K exhaust while another test group in the same Tier 3 evap family stays at 10 year / 120K for exhaust?</p>	<p>If there is an evaporative/refueling family that corresponds to multiple exhaust test groups, some at 120K and some at 150K, manufacturers have two options. Manufacturers can apply a 150K useful life to the whole evaporative/refueling family, or manufacturers can divide the vehicles into separate evaporative/refueling families to keep the evaporative/refueling useful life at 120K for vehicles belonging to the 120K exhaust test group.</p> <p>This is consistent with the provisions of §86.1821-01(b)(1), which outline how vehicles with different evaporative family standards or family emission limits (FELs) are classified in different evaporative/refueling families. Vehicles with different useful life specifications are subject to different emission standards even if the numerical level of the standard is the same.</p>
1.2	Tier 3 Light-Duty Phase-In (Primary Program)	<p>§86.1811-17(b)(8) for large volume manufacturers;</p> <p>§86.1811-17(h) for small volume manufacturers;</p>	<p><b>§86.1811-17(b)(8):</b> See applicable regulations;</p> <p><b>§86.1811-17(h)</b> Small-volume manufacturers.</p> <p>Small-volume manufacturers may use the following Tier 3 phase-in provisions:</p> <p>(1) Instead of the fleet-average FTP standards for NMOG+NOX specified in this section, small-volume manufacturers may meet alternate fleet average standards of 0.125 g/mile through model year 2021, and 0.051 g/mile for model years 2022 through 2027. The following additional provisions apply for vehicles certified under this paragraph (h)(1):</p> <p>* * *</p> <p>(2) Small-volume manufacturers may delay complying with all the requirements of this section until model year 2022, and instead meet all the requirements that apply to Tier 2 vehicles under § 86.1811–10 for 2021 and earlier model years.</p> <p>* * *</p>	<p>For light-duty vehicles certified under the primary (declining fleet average NMOG + NOx) program, please confirm that starting with 2017 model year, only Tier 3 FTP bins should be selected for all Federally certified vehicles.</p>	<p>The Tier 3 light-duty primary (declining fleet average NMOG + NOx) phase-in requirements are discussed in the preamble of the final rule, 79 FR 23451-457 and 79 FR 23478-479. Tier 3 small volume manufacturer provisions are discussed at 79 FR 23534-536.</p> <p><b>Large volume manufacturers:</b> For the Tier 3 light-duty primary (declining fleet average NMOG + NOx) phase-in outlined in §86.1811-17(b)(8), all federally certified LDV (passenger cars) and LLDT must be certified to Tier 3 FTP bins in 2017 and later model years. Transitional FTP bins (85 and 110) may be used through the 2019 model year. All federally certified HLDTs and MDPVs must be certified to Tier 3 FTP bins in 2018 and later model years. For model year 2017, do not include HLDTs or MDPVs in the FTP and SFTP fleet averages. Note that for FTP fleet average calculations for LDV and LLDTs (which begin in 2017 model year), the provisions of §86.1811-17(b)(8)(i) require separate Tier 3 fleet average calculations for LDV/LDT1 and LDT2/HLDT/MDPV vehicles.</p> <p><b>Small Volume Manufacturers (SVMs):</b> SVMs who choose to certify light-duty vehicles to the alternate fleet average FTP standards under the provisions of §86.1811-17(h)(1) should certify 2017-2027 model year vehicles using the same approach for Tier 3 FTP bins as outlined above for large volume manufacturers. Note that SVMs choosing the §86.1811-17(h)(1) option must meet Tier 3 SFTP and PM requirements according to the same phase-in schedule as large volume manufacturers.</p> <p>SVMs who choose the Tier 3 phase-in provisions of §86.1811-17(h)(2) may certify 2017-2021 model year light-duty vehicles to Tier 2 FTP and SFTP exhaust emission requirements (and certify 2022 and later model year vehicles to Tier 3 exhaust emission requirements). SVMs choosing the §86.1811-17(h)(2) option are not allowed to switch to the §86.1811-17(h)(1) option for 2022-2027 model years.</p> <p>SVMs may also choose to certify using large volume manufacturer provisions.</p>

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1.3	California-only Certification	§86.1811-17 §86.1860-17(b)	<p><b>§86.1811-17 Exhaust emission standards for light-duty vehicles, light-duty trucks and medium-duty passenger vehicles.</b> * * *</p> <p>(b) Tier 3 exhaust emission standards. Exhaust emissions may not exceed the Tier 3 exhaust emission standards, as follows: * * *</p> <p>(7) The Tier 3 PM standards phase in over several years. The following provisions describe the primary approach for phasing in the Tier 3 PM standards: (i) You must meet the FTP and the US06 PM standards with 20, 20, 40, 70, and 100 percent of your projected nationwide sales of all vehicles subject to this section.* * *</p> <p><b>§86.1860–17 How to comply with the Tier 3 fleet-average standards.</b> * * *</p> <p>(b) Calculate your fleet-average value for each model year for all vehicle models subject to a separate fleet average standard using the following equation, rounded to the nearest 0.001 g/mile for NMOG+NOX emissions and the nearest 0.001 g/test for evaporative emissions: * * *</p> <p>Where: <i>i</i> = A counter associated with each separate <u>Tier 3</u> test group or evaporative family. <i>b</i> = The number of separate <u>Tier 3</u> test groups or evaporative families.... <i>N<sub>i</sub></i> = The actual nationwide sales for the model year for test group or evaporative family <i>i</i>. * * * <i>FEL<sub>i</sub></i> = The FEL selected for the test group or evaporative family <i>i</i>. * * * <i>N</i><sub>total</sub> = The actual nationwide sales for the model year for all your <u>Tier 3</u> vehicles from the averaging set,* * * [Emphasis added.] * * *</p>	<p>A. Is it possible to obtain California-only certification after 2017 model year?</p> <p>B. If so, can vehicles covered by a Calirornia-only certificate be included in the Tier 3 Fleet Average Standard and Phase-in provisions?</p>	<p>A. Yes, it is possible to obtain California-only certificates after 2017 model year.</p> <p>B. No, vehicles covered by a California-only certificate (including California/Section 177 State vehicles) are not included in Tier 3 fleet average or percent phase-in calculations. As discussed in the preamble of the Tier 3 final rule (79 FR 23481, April 28, 2014), Tier 3 fleet average and percent phase-in standards compliance is based on annual nationwide sales of vehicles "as they become subject to the Tier 3 provisions, either the declining fleet-average NMOG+NOx curves or the percent phase-in PM standards."</p> <p>This approach of basing compliance on nationwide sales of vehicles covered by an EPA certificate is specified in §86.1860-17(b), which calculates a manufacturer's Tier 3 fleet average based on Tier 3 test groups, evaporative families, and vehicles, and §86.1811-17(b)(7), which provides that compliance with Tier 3 PM percent phase-in requirements is based on nationwide sales of all "vehicles subject to this section," neither of which includes vehicles covered by a California-only certificate.</p>

	Manufacturer Tier 3 Questions and EPA Answers				12/18/2015; revised 2/25/2016
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2. Durability Requirements					
2.1	Durability - PM DFs for Gasoline Vehicles	§86.1823-08; §86.1823-08(f);	See applicable regulations.	The Tier 3 rule and the provisions of §86.1823-08 do not seem to discuss requirements for determining a deterioration factor (DFs) for certification of gasoline vehicles to PM standards. But presumably a DF is required. So is there any guidance for how to determine PM DFs for gasoline vehicles which might <u>not</u> be certified based upon whole vehicle useful life mileage testing?	<p>Durability requirements for exhaust emissions of light-duty and certain heavy-duty class 2b/3 vehicles are provided in §86.1823-08. Deterioration factor (DF) requirements are provided in §86.1823-08(f).</p> <p>The Tier 3 rule and preamble do not specifically discuss the determination of PM deterioration factors for gasoline vehicles. This was not an oversight. The existing provisions of §86.1823-08 require a DF (or manufacturers may use aged components) to allow certification to the full useful life PM emission standards.</p> <ul style="list-style-type: none"><li>• EPA may publish a certification guidance letter at a future date that addresses the criteria and procedures that should be followed when establishing a PM DF or using aged components for gasoline vehicles, but prior to such guidance, the manufacturer is expected under §86.1823-08(h) to provide a PM DF (or use appropriately aged components) based upon relevant PM data and using good engineering judgment.</li><li>• If a manufacturer chooses to use a PM DF (instead of aged components), this goes beyond simply making a statement of compliance as the manufacturer must provide an actual numerical PM DF in the application for certification along with the rationale for deriving that number.</li><li>• This situation applies mainly to gasoline vehicles which currently have approved bench aging approaches for determining non-PM DFs. Such vehicles are not required to run full mileage accumulation.</li></ul>

Manufacturer Tier 3 Questions and EPA Answers12/18/2015; revised 2/25/2016					
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2.2	Durability - Assigned DFs	§86.1826-01; §86.1838-01(c)(1);  EPA Guidance Letter CD-12-07 (Revised), March 30, 2012  Preamble to Tier 3 final rule (79 FR 23535, April 28, 2014);	§86.1826-01; §86.1838-01(c)(1) - See applicable regulations  See EPA guidance letter CD-12-07;  Tier 3 preamble language (79 FR 23535) reads in part:  2. Assigned Deterioration Factors  * * *Given that SVMs will be allowed to use the revised implementation schedule described above, starting in MY 2017, it becomes necessary to consider assigned deterioration factors in stages. Because there may not be a sufficient base of accumulated durability data on Tier 3 vehicles by MY 2017, we expect that the current set of assigned factors based on Tier 2 vehicles may continue in place for some time, noting that the MY 2017– 2021 SVM fleet average of 125 mg/mi is not too much different from the average of today's Tier 2 vehicle emissions. By MY 2022, when the SVM NMOG+NO <sub>x</sub> fleet average standard drops to 51 mg/mile, we expect to have new assigned factors available. * * *	When does EPA intend to provide the Tier 3 assigned DF guidance letter? In the interim until EPA provides industry guidance, what assigned DFs should manufacturers use for vehicles certified to Tier 3 exhaust and evaporative emission standards?	Assigned deterioration factor (DF) requirements are discussed in preamble of the final rule (79 FR 23535).  For Tier 3 assigned DFs, manufacturers can use EPA guidance letter CD-12-07, March 30, 2012 as a basis to derive Tier 3 DFs until EPA obtains enough Tier 3 data to issue a new guidance letter with Tier 3 assigned DFs. Manufacturers can derive Tier 3 assigned DFs for exhaust and evaporative emissions from the Tier 2 assigned DFs provided in CD-12-07 (e.g., derive Tier 3 DFs from Tier 2 Bins 2-5 exhaust DFs and Federal LEV II evaporative DFs). Manufacturers should obtain prior EPA approval to use a manufacturer-determined Tier 3 assigned DF.  Notes and Recommendations: ▪ To determine NMOG + NO <sub>x</sub> DFs, determine a separate Tier 3 NMOG DF and a separate Tier 3 NO <sub>x</sub> DF from the appropriate Tier 2 150K NMOG and NO <sub>x</sub> additive DFs provided in CD-12-07. Then apply the Tier 3 NMOG additive DF to the NMOG test results. Similarly apply the Tier 3 NO <sub>x</sub> additive DF to the NO <sub>x</sub> test results. Then calculate the 150K (NMOG + NO <sub>x</sub> ) certification level by adding those two products. ▪ NMOG test results may be determined for Tier 3 and LEV-III E10 test fuel by multiplying the NMHC test value (determined by the FID) by 1.10 for FTP tests and by 1.03 for highway, US06 and SC03 tests, ref. §1066.635. ▪ If the useful life for the Tier 3 standard is 150K, extrapolate the Tier 2 DFs from 120K to 150K using the equation in CD-12-07 Table 1, footnote [2]. ▪ For Tier 3 Bin 20 assigned DFs: First, derive Tier 3 assigned DFs for Tier 3 Bin 30 from Tier 2 Bin 2 DFs. Then use the Tier 3 Bin 30 assigned DFs (which you just determined) for the Tier 3 Bin 20 vehicles. ▪ For Tier 3 evaporative emissions, DFs are required for Hot Soak plus Diurnal, Running Loss and ORVR tests (but not required for Bleed, Leak and Spitback tests).

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3. Early Certification and Early Credits					
3.1	Early Tier 3 Certification & Early Credits	§86.1811-17(b)(11)	<p><b>§86.1811-17(b)(11)</b> You may certify vehicles to the Tier 3 standards starting in model year 2015. To do this, you may either sell all your LEV III vehicle models nationwide, or you may certify a subset of your fleet to alternate fleet-average emission standards as follows:</p> <p><b>§86.1811-17(b)(11) (i) through (ix)</b> - See applicable regulations.</p>	Since most of our vehicles are ULEVs and most (if not all) of our SULEV/PZEV vehicles are sold in CA + 177 states, per §86.1811- 17(b)(11), please confirm that we can select certain bins for Early Tier 3 certification (2015-2016MY) even though they are above the standard.	<p>Early Tier 3 exhaust emission certification requirements for light-duty vehicles are discussed in regulations at §86.1811-17(b)(11) as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015) and in the preamble of the Tier 3 final rule (79 FR 23474-475, April 28, 2014).</p> <p>Under §86.1811-17(b)(11), manufacturers can either 1) sell LEV III vehicle models nationwide or 2) certify a subset of their vehicle fleets as Early Tier 3-compliant vehicles (in one or more test groups) to the alternate fleet average FTP and SFTP standards provided in §86.1811-17(b)(11). For this second approach, some Early Tier 3 vehicle test groups may be certified to a Tier 3 FTP or SFTP standard which is above the alternate Tier 3 fleet average standards provided in §86.1811-17(b)(11)(i), (ii) and (iii), provided the fleet average of all Early Tier 3 vehicles comply with the applicable alternate fleet average standards provided in §86.1811-17(b)(11)(i), (ii) and (iii).</p> <p>Note: The provisions of §86.1811-17(b)(11)(ix) allow Early Tier 3 vehicles to generate Tier 3 credits separately as outlined in the provisions of §86.1811-17(b)(11)(i) through (viii) or to combine Early Tier 3 vehicles with qualifying Tier 2 vehicles and generate early Tier 3 credits under the provisions of §86.1811-17(b)(10).</p> <p>Note: A Tier 3 early credit calculator spreadsheet for calculating credits under the provisions of §86.1811-17(b)(10) was provided to manufacturers on August 5, 2015 and is available on the EPA Tier 3 website at <a href="http://www3.epa.gov/otaq/tier3.htm">http://www3.epa.gov/otaq/tier3.htm</a>.</p>
3.2	Early Credits	§86.1811-17(b)(10) and §86.1811-17(b)(11)(viii) as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015)	<p><b>§86.1811-17(b)(10)</b> "You may not use credits generated from Tier 2 vehicles for demonstrating compliance with the Tier 3 standards except as specified in this paragraph (b)(10). You may generate early credits with U.S. sales of Tier 2 vehicles in the two model years before the Tier 3 standards start to apply for a given vehicle model. * * * *Calculate early Tier 3 emission credits as described in §86.1861* * * *You may use these early credits interchangeably for vehicles certified based on a useful life of either 120,000 or 150,000 miles. * * *"</p> <p><b>§86.1811-17(b)(11)</b> You may certify vehicles to the Tier 3 standards starting in model year 2015. To do this, you may either sell all your LEV III vehicle models nationwide, or you may certify a subset of your fleet to alternate fleet-average emission standards as follows:</p> <p>* * *</p> <p>(viii) The interim provisions described in paragraph (b)(8)(iii) of this section apply for vehicles certified under this paragraph (b)(11), except that credits generated under this paragraph (b)(11) may be used interchangeably for vehicles certified based on a useful life of either 120,000 or 150,000 miles.</p> <p>* * *</p>	Can early credits earned for pre-2017 vehicles be applied to either the future Tier 3 150K or 120K fleets even though the useful lives of these pre-2017 vehicles might be certified to either 120 or 150K?	<p>The provisions of §86.1811-17(b)(10) and (11), as amended in the Tier 3 DFR (80 FR 9078, February 19, 2015) clarify that early credits earned from combined Tier 2 and Early Tier 3 vehicle fleets can be applied "interchangeably" regardless of whether the vehicles were certified based on a useful life of 120K or 150K miles.</p> <p>Note: A Tier 3 early credit calculator spreadsheet for calculating credits under the provisions of §86.1811-17(b)(10) was provided to manufacturers on August 5, 2015 and is available on the EPA Tier 3 website at <a href="http://www3.epa.gov/otaq/tier3.htm">http://www3.epa.gov/otaq/tier3.htm</a>.</p>



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3.3	Early LDV Tier 3 Certification & Early Credits	§86.1811-17(b)(6) §86.1811-17(b)(11)	<p><b>§86.1811-17(b)(6)</b> The full Tier 3 program includes new emission standards for NMOG+NOX, PM, CO, and formaldehyde; it also includes measurement with a new test fuel and a longer useful life (for some vehicles). Vehicles meeting all these requirements are considered Final Tier 3 vehicles. Vehicles that do not meet all the Tier 3 requirements are considered Interim Tier 3 vehicles. Paragraphs (b)(7) through (13) of this section describe how to comply with standards during a phase-in period.</p> <p><b>§86.1811-17(b)(11)</b> You may certify vehicles to the Tier 3 standards starting in model year 2015. To do this, you may either sell all your LEV III vehicle models nationwide, or you may certify a subset of your fleet to alternate fleet-average emission standards as follows:</p> <p><b>§86.1811-17(b)(11) (i) through (ix)</b> - See applicable regulations;</p>	Can manufacturers sell light-duty vehicles certified to either “interim” or “final” Tier 3 requirements in model years 2015, 2016 and 2017 (where model year 2015 and 2016 sales would apply to LDV/LLDT vehicle classes and model year 2016 and 2017 sales would apply to HLDT and MDPV vehicle classes)?	<p>Early Tier 3 exhaust emission certification requirements for light-duty vehicles are discussed in regulations at §86.1811-17(b)(11) (as revised in the Tier 3 DFR 80 FR 9078, February 19, 2015) and in the preamble of the Tier 3 final rule, pages 79 FR 23474-475, April 28, 2014.</p> <p>Yes, under §86.1811-17(b)(11) which outline alternate fleet average FTP and SFTP standards and other requirements for certification of early Tier 3 vehicles, manufacturers may certify light-duty vehicles certified to “interim” or “final” Tier 3 requirements in model years 2015, 2016 and 2017 (as applicable for the class of vehicle), however they would be subject to the alternate Tier 3 fleet average and other requirements as provided in §86.1811-17(b)(11). Manufacturers may only sell vehicles which are certified to any Tier 3 bin (including vehicles meeting “interim” and “final” Tier 3 requirements) provided the manufacturer's full fleet of Early Tier 3 vehicles sold in model year 2015, 2016 and 2017 (as applicable for the class of vehicle) meets one of the two fleet conditions for the applicable model year(s); either you sell all of your LEV III vehicles nationwide, or if you do not sell all of your LEV III vehicles nationwide your Early Tier 3 partial vehicle fleet complies with the alternate FTP and SFTP fleet average standards and other requirements provided in §86.1811-17(b)(11).</p> <p>(1) Under the Early Tier 3 vehicle certification provision you would have to meet all of the Tier 3 exhaust emission certification requirements that would apply in MY2017 for “interim” and “final” Tier 3 LDV/LLDTs (MY2018 for “interim” and “final” Tier 3 HLDTs and MDPVs).</p> <p>(2) There is nothing that prevents you from voluntarily meeting all “final” Tier 3 requirements for bins that are allowed to meet “interim” Tier 3 requirements. However any such vehicle voluntarily certified early to all “final” Tier 3 requirements would have to be included under either the Early Tier 3 partial fleet average option or the option to sell all of your LEV III vehicles nationwide. You will not receive any extra credit or relief from Tier 3 fleet average requirements simply because you voluntarily certified vehicles to final Tier 3 requirements for an earlier model year than required.</p>

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3.4	Early Tier 3 Certification & Early Credits	§86.1811-17(b)(11)	<p><b>§86.1811-17(b)(11)</b> You may certify vehicles to the Tier 3 standards starting in model year 2015. To do this, you may either sell all your LEV III vehicle models nationwide, or you may certify a subset of your fleet to alternate fleet-average emission standards as follows:</p> <p><b>§86.1811-17(b)(11) (i) through (ix)</b> - See applicable regulations;</p>	What are the exhaust emission standards and compliance requirements that apply for light-duty vehicles certified as Early Tier 3?	<p>See Question 3.1 for the regulatory background (preamble and regulation) cites.</p> <p>See Question 3.3 for previous guidance regarding certification of Early Tier 3-compliant vehicles under the provisions of §86.1811-17(b)(11).</p> <p>If a manufacturer chooses to sell LEV III vehicles nationwide in model years 2015, 2016 or 2017 (as applicable for the class of vehicle) then Early Tier 3 vehicles must comply with the applicable California LEV III FTP and SFTP fleet average standards for the applicable model year(s). If not, then the manufacturer's Early Tier 3 partial vehicle fleet must comply with the alternate MY2015-2017 FTP and SFTP fleet average standards provided in §86.1811-17(b)(11) for the applicable model year(s) as outlined in Question 3.3. Additionally, all Tier 3 compliance requirements that would apply in MY 2017 (or MY2018 for HLDTs and MDPVs) would apply to all LDV/LLDTs certified as Early Tier 3 as follows:</p> <p>(1) Any Tier 3 bin that would be available including both interim and final bins, including transitional Bin 85 and Bin 110 (i.e., the NMOG+NOx equivalents to Tier 2 Bins 3 &amp; 4).</p> <p>(2) The useful life and test fuel requirements that would apply to the respective bins are applicable.</p> <p>(3) Tier 2 PM FTP, SFTP, and testing requirements would apply since these Early Tier 3 vehicles would generally not be phased in yet under the Tier 3 PM percentage phase-in which begins in MY2017.</p> <p>(4) Tier 3 high altitude requirements would apply.</p> <p>(5) Tier 3 cold temperature CO and NMHC requirements would apply. The standards and useful life requirements for these do not change from Tier 2 to Tier 3. Tier 2 E0 test fuel is allowed by the provisions of 86.1811-17(b)(11)(vi).</p>
4. Evaporative Requirements - Also see Question 14.2					

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4.1	Evaporative Phase-In Requirements - Tier 2 vehicles	§86.1813-17(a)(5); §86.1813-17(a)(6); §86.1813-17(g);	<p><b>§86.1813–17 Evaporative and refueling emission standards.</b></p> <p>* * *</p> <p>(a)(5) The Tier 3 evaporative emission standards start to phase in with model year 2017 for vehicles at or below 6,000 pounds GVWR and with model year 2018 for vehicles above 6,000 pounds GVWR. Table 3 of this section specifies the minimum percentage of each manufacturer's sales in each model year that must be certified to the Tier 3 evaporative emission standards* * *</p> <p>* Manufacturers may meet this requirement using the additional alternative phase-in provisions in paragraph (g) of this section. Vehicles from the identified model years not certified to the Tier 3 evaporative emission standards continue to be subject to the evaporative emission standards specified in § 86.1811–09(e) or § 86.1816–08(d), including the useful life provisions of § 86.1805–12. * * *</p> <p>*See paragraph (g) of this section for additional provisions that apply for model year 2017 and the rest of the phase-in.</p> <p>* * *</p> <p>(6) For model year 2017, exclude vehicle sales from California and section 177 states from the calculation to demonstrate compliance with the phase-in schedule in paragraph (a)(5) or (g) of this section, and from the credit calculation in § 86.1860.</p> <p>§86.1813-17(g) - See applicable regulations.</p>	Can California phase 2 fuel test results be carried over for Tier 3 vehicles for evaporative certification purposes?	<p>Tier 3 evaporative phase-in requirements are discussed in the preamble of the Tier 3 final rule (79 FR 23497-500, including Table IV-22) and the provisions of §86.1813-17(a)(5), (a)(6) and (g).</p> <p>No, Tier 2 and LEV-II evaporative data cannot be carried over and used to demonstrate compliance with Tier 3 evaporative certification requirements because of the differences in test fuel properties (including the ethanol content of the test fuel).</p> <p>However, the provisions of §86.1813-17(a)(5) require vehicles not yet included in the Tier 3 evaporative phase-in percentage to be certified to Tier 2 evaporative requirements. Hence, carryover Tier 2 evaporative certification data may be used to demonstrate compliance with Tier 2 certification requirements in 2017-2021 model years (including Tier 2 vehicles which were tested on California Phase 2 test fuel).</p>
4.2	Evaporative Compliance using California Option 1 & Option 2 data	§86.113-15(a)(2)(iii)(A); §86.113-15(a)(2)(iii)(B); §86.113-15(a)(2)(iii)(C); §86.1813-17(g)(3);	<p><b>§86.113-15(a)(2)(iii)(A)</b> -Regulations are provided in question 14.2.</p> <p><b>§86.113-15(a)(2)(iii)(B)</b> If you certify vehicles to LEV III standards with California Phase 3 gasoline (E10), you may use that collection of data to certify to the Tier 3 evaporative emission standards. Through model year 2019, we will use this same fuel to measure diurnal, hot soak, running loss, SHED rig, and canister bleed emissions (as appropriate) at low-altitude conditions; starting in model year 2020, we may use either California Phase 3 gasoline (E10) or the gasoline (E10) test fuel specified in this paragraph (a) for our testing with such vehicles. For refueling, spitback, high-altitude, and leak testing, you must use the gasoline (E10) test fuel specified in this paragraph (a), except that you may instead use the gasoline (E0) test fuel specified in § 86.113–04(a) for model year 2015 and 2016; we will use your selected fuel for our testing. Note that you may no longer certify vehicles to the Tier 3 standards based on California's rig-testing procedures after model year 2021, as described in §86.1813–17(g).</p> <p><b>§86.113-15(a)(2)(iii)(C)</b> For evaporative emission testing with California test fuels, perform tests based on the test temperatures specified by the California Air Resources Board.</p> <p><b>§86.1813-17(g)(3)</b> - Regulations are provided in question 5.2.</p>	Please confirm that through MY2021, manufacturers can certify vehicles to the LEV III option 1 or option 2 evaporative procedures per §86.1813-17(g)(3).	<p>Tier 3 evaporative emission requirements for vehicles meeting California LEV III Option 1 and Option 2 standards are discussed in the preamble of the Tier 3 final rule (79 FR 23494-499, April 28, 2014) and in the provisions of §86.113-15(a)(2)(iii)(A) and §86.1813-17(g)(3).</p> <p>This question can best be answered by studying Table IV-22 (page 79 FR 23497) and Table IV-23 (page 79 FR 23499) of the preamble of the Tier 3 final rule. Those tables outline several scenarios in which California LEV III Option 1 and Option 2 <u>hot soak + diurnal and running loss</u> evaporative data may be used to demonstrate compliance with interim and final Tier 3 evaporative requirements. For example, EPA will accept data used to demonstrate compliance with California Option 1 and Option 2 certification programs to demonstrate compliance with Tier 3 evaporative requirements, as follows:</p> <ul style="list-style-type: none"><li>EPA will accept carryover SULEV/PZEV Option 1 evaporative (hot soak + diurnal) and running loss data through the 2019 model year (tested on Phase 2 E0 test fuel), provided the data was originally used for certification in 2015 and/or 2016 model years; ref. §86.113-15(a)(2)(iii)(A).</li><li>EPA will accept LEV-III Option 1 evaporative (hot soak + diurnal) and running loss data (tested on LEV III E10 test fuel) for 2015-2021 model years; ref. §86.1813-17(g)(3).</li><li>EPA will accept LEV-III Option 2 evaporative (hot soak + diurnal) and running loss data (tested on LEV-III E10 test fuel) for 2015 and later model years (including 2022 and later model years); ref. §86.113-15(a)(2)(iii)(B), §86.113-15(a)(2)(iii)(C) and §86.1813-17.</li></ul> <p>Also see Question 5.2.</p>

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4.3	Evaporative emission phase-in options	§86.1813–17(a)(5), §86.1813–17(g)(2)(i) §86.1813–17(g)(2)(ii)	See applicable regulations.	<p>For LDVs and LLDTs, we would like to confirm the three phase-in options for 2017 model year compliance to the Tier 3 <u>evaporative</u> emission standards listed as follows:</p> <p>1. Meet the phase in requirements as stated in §86.1813–17(a)(5) which is forty percent for MY2017.</p> <p>2. Offer for sale PZEV certified vehicles in all fifty states in MY2017, as stated in §86.1813–17(g)(2)(i),with the restriction that identical models currently sold as ULEV/non-PZEV would not be able to be offered. As further explanation we currently offer identical vehicles models as SULEV/PZEV in CA +177 states and a ULEV model available in other states. If we read this correctly, the current identical ULEV vehicle models would not be able to be offered in fifty states if this option was chosen for MY2017.</p> <p>3. Meet the phase in requirements as stated in §86.1813–17(g)(2)(ii), which is a phase in 20% of vehicles to the Tier 3 evaporative standard and 20% to the leak standard.</p>	<p>Your understanding of the evaporative phase-in provisions of §86.1813–17(a)(5), §86.1813–17(g)(2)(i) and §86.1813–17(g)(2)(ii) for the 2017 model year is correct.</p> <p>For more information, Tier 3 LDV evaporative phase-in requirements are discussed in the preamble of the final rule (79 FR 23497-500, including Table IV-22).</p>
4.4	Test fuel - for use on running loss fuel tank temperature profile (FTTP)	§86.113-15(a)(2)(iii)(A), (B), and (C); §86.129-94(d); §86.134-96; §86.1851-01	<p><b>§86.113–15 Fuel specifications.</b> * * *</p> <p>(a)(2) You may use California test fuels to demonstrate compliance with Tier 3 emission standards as follows: * * *</p> <p>(iii) For vehicles certified for 50-state sale, you may instead use California test fuel for evaporative emission testing as follows: * * *</p> <p>(C) For evaporative emission testing with California test fuels, perform tests based on the test temperatures specified by the California Air Resources Board.</p> <p><b>§86.129-94(d) Fuel Temperature Profile</b> - See applicable regulations.</p> <p><b>§86.134-96 Running Loss Test</b> - See applicable regulations.</p> <p><b>§86.1851-01 Application of good engineering judgment to manufacturers' decisions</b> – See applicable regulations.</p>	<p>For carryover vehicles, can manufacturers use good engineering judgment to determine running loss fuel tank temperature profiles (FTTPs) for carryover Tier 3 vehicles? For example, can a manufacturer use good engineering judgment to determine that FTTP data procured on Tier 2 vehicles utilizing E0 test fuel can be carried over to Tier 3 vehicles utilizing E10 certification fuel?</p>	<p>Yes, for Federal Tier 3 evaporative requirements, manufacturers may use good engineering judgment (as provided in the provisions of §86.1851-01) to determine FTTPs for Tier 3 vehicles (without obtaining prior EPA approval).</p> <p>For FTTP running loss requirements for vehicles meeting California LEV-III evaporative requirements, manufacturers should contact a CARB staff member.</p>

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4.5	High Altitude - Evaporative Requirements	§86.1810-17(f); §86-1813-17(a)(2)(iii);	<p><b>§86.1810–17 General requirements.</b></p> <p>The following provisions apply to all vehicles certified under this subpart:</p> <p>* * *</p> <p>(f) Emission standards apply at low altitude conditions and at high altitude conditions, except as noted in this subpart.</p> <p><b>§86-1813-17(a)(2)(iii)</b> reads in part: Hydrocarbon emissions must not exceed 0.020 g for LDV and LDT and 0.030 g for HDV when tested using the Bleed Emission Test Procedure adopted by the California Air Resources Board as part of the LEV III program. This procedure quantifies diurnal emissions without measuring hot soak emissions. <del>The standards in this paragraph (a)(2)(iii) do not apply for testing at high-altitude conditions.</del> [Emphasis added]</p> <p>Note: The provisions of 86.1813-17(a)(2)(ii)(B) make it clear that diurnal plus hot soak standards apply to light-duty and heavy-duty vehicles at high altitude. The provisions of §86.1813-17(a)(3) (running losses for LDV/T, MDPV, HDV), §86.1813-17(a)(4) (leak standards for LDV/T, MDPV, complete HDV, ref 79 FR 23518), §86.1813-17(b) (refueling for LDV/T, MDPV, complete HDV), and §86.1813-17(c) (spitback refueling for LDV/T, MDPV, HDV) standards do not contain exemptions from compliance under high altitude conditions. Thus, based on the provisions of §86.1810–17(f), these standards apply to light-duty and applicable heavy-duty vehicles at high altitude conditions.</p>	For carryover of LEV II PZEV evaporative emission data, do Tier 3 requirements require compliance at high altitude for all tests including diurnal+hot soak, running loss, ORVR and spit-back?	<p>High altitude evaporative requirements (including evaporative requirements for carryover PZEV vehicles) are discussed in the preamble of the final rule (79 FR 23495-496) and in the provisions of §86.1810-17(f), §86.1813-17 and §86.1813-17(a)(2)(ii)(B).</p> <p>Based on the provisions of §86.1810-17(f), §86-1813-17 and §86-1813-17(a)(2)(iii), the following evaporative emission standards apply at high altitude to all vehicles counted in the Tier 3 evaporative program:</p> <ul style="list-style-type: none"><li>• Special high altitude diurnal plus hot soak standards apply to all Tier 3 certified vehicles including the special case LEVII PZEVs and LEV III certified vehicles.</li><li>• The canister bleed test standard does not apply at high altitude.</li><li>• The new leak test applies regardless of altitude although the provisions of §86.1829-15(e)(4) allow manufacturers to provide a statement in the application that vehicles comply with the leak standard in lieu of providing high or low altitude test data.</li><li>• The running loss, refueling, and spitback standards all apply regardless of altitude to all Tier 3 certified vehicles including the special case LEV II PZEVs and LEV III certified vehicles.</li></ul>

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5. Fleet Average Requirements					
5.1	Exhaust Fleet Average Standards - LDV interim full useful life	§86.1811-17(b)(8)(iii)(A) as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015)	<p><b>§86.1811-17(b)(8)(iii) Interim provisions.</b></p> <p>(A) For vehicles certified to bins higher than Bin 70 under this section through model year 2019, the Tier 2 useful life period applies as specified in § 86.1805–12 for all criteria pollutants other than PM. However, LDV and LDT1 test groups certified to bin standards above Bin 70 through model year 2019 may be included in the same averaging set with vehicles meeting standards over a 150,000 mile useful life, notwithstanding the provisions of §86.1861–17(b)(1)(iii). Any such vehicles you include in the averaging set for 150,000 mile useful life are also subject to the fleet-average NMOG+NO<sub>x</sub> standard specified for 150,000 mile useful life; similarly, any such vehicles you include in the averaging set for 120,000 mile useful life are also subject to the fleet-average NMOG+NO<sub>x</sub> standard specified for 120,000 mile useful life.</p>	For the primary (declining fleet average) option outlined in the provisions of 86.1811-17(b)(8), can vehicles certified to a 120K useful life under the flexibilities provided during the interim Tier 3 provisions (which allow certification of vehicles in bins above bin70 to be certified to the 120k useful life) be included in the same fleet average as non-interim Tier 3 vehicles (e.g., vehicles in bin70 and below) certified to a 150K useful life?	<p>Yes. As clarified in the Tier 3 DFR (80 FR 9078, February 19, 2015), revised §86.1811-17(b)(8)(iii)(A) allows the manufacturer through MY2019 to choose either to include vehicles certified above bin 70 and subject to 120K useful life in the same fleet averaging set as 150K certified vehicles or to include them in the separate 120K fleet averaging set (where the 120K vehicle fleet would at minimum be required to contain all LDV and LDT1 certified to 120K useful life under the optional 120K declining fleet average standard). This option does not apply to LDT2 and HLDT test groups because Tier 3 regulations do not contain an option to certify such vehicles to the 120K NMOG+NO<sub>x</sub> fleet average standard.</p> <p>Background on Tier 3 useful life and fleet averaging requirements is discussed in the preamble of the final rule (79 FR 23475-76 and 79 FR 23480-81).</p>
5.2	Evaporative Fleet Average Standards - SULEV/PZEV carryover vehicles	§86.113-15(a)(2)(iii)(A); §86.1813-17(g)(3); §86.1861-17(b)(1)(iv) as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015).	<p><b>§86.113-15(a)(2)(iii)(A) – See Q 6.4 below.</b></p> <p><b>§86.1813-17(g) Alternative phase-in options for Tier 3 evaporative emission standards.</b> You may use any of the following alternative methods to transition to the Tier 3 evaporative emission standards: * * *</p> <p>(3) If you certify model year 2021 or earlier vehicles to the LEV III evaporative emission standards in California, you may certify those as Tier 3 vehicles that count toward meeting the phase-in requirements of this section. Such vehicles must still be certified to the high-altitude standards in paragraph (a)(2) of this section and the leak standard specified in paragraph (a)(4) of this section. You may not certify vehicles under this paragraph (g)(3) after model year 2021. Vehicles meeting the LEV III standards may also generate allowances under paragraph (g)(1) of this section; however, these vehicles may generate or use emission credits under this subpart only if they are not used to generate allowances and if they are certified using the Option 2 procedures under the LEV III program (including the bleed emission test). Vehicles may be certified under this paragraph (g)(3) based on the rig test ("Option 1") if they are certified to LEV III standards based on the rig test before model year 2017; this certification option applies through model year 2021. Include these Option 1 vehicles in the calculation of fleet average emissions by using the appropriate Tier 3 emission standard as the FEL. Note that the rig test is considered a diurnal test with respect to the provisions to account for ethanol emissions as described in paragraph (a)(1)(iv) of this section.</p> <p><b>§86.1861–17 How do the NMOG+NO<sub>x</sub> and evaporative emission credit programs work?</b> * * *</p> <p>(b)(1)(iv) The following separate averaging sets apply for evaporative emission standards: (A) LDV and LDT1 together represent a single averaging set. (B) LDT2 represents a single averaging set. (C) HLDT represents a single averaging set. (D) HDV represents a single averaging set.</p>	For LDV and LDT1 vehicles, when the LEVII PZEV carryover option is used in the Tier 3 program, are such vehicles counted in the evaporative fleet average with a 300 mg/test value? We ask this question because in the California LEV II program, such vehicles would have been certified to a 350 mg/test CARB Option 1 evaporative standard (for hot soak plus diurnal emissions).	<p>Evaporative fleet averaging requirements for California PZEV carryover vehicles meeting CARB LEV-II and LEV-III Option 1 evaporative standards are discussed in the preamble of the Tier 3 final rule (79 FR 23477 and 79 FR 23493-495, April 28, 2014) and in the regulations in the provisions of §86.1813-17(g)(3). Some excerpts from the preamble discussion on page 79 FR 23495 include:</p> <ul style="list-style-type: none"><li>• "EPA will allow compliance with the CARB Option 1 standards as an acceptable interim alternative to compliance with the Tier 3 evaporative emission standards if the model is certified by CARB to LEV III requirements before the 2017 MY."</li><li>• "..... vehicles certified under this provision will count toward the phase-in percentage requirements and could earn allowances as discussed below, but the vehicles will not be eligible to earn or use credits for the evaporative emissions averaging program."</li></ul> <p>Yes – under §86.1813-17(g)(3) and consistent with the above discussion, carryover LEV II PZEV LDV and LDT1 vehicles meeting CARB Option 1 evaporative standards are required to be included in the Tier 3 evaporative fleet average at the standard for the category, 300 mg/test.</p> <p>In addition, since these LEV II PZEVs were originally certified in California at a hot soak plus diurnal standard of 350 mg/test, this 350 mg/test level would continue as the certification FEL and the in-use enforcement level for these vehicles (even though they are included in the fleet averaging calculation at 300 mg/test).</p> <p>Tier 3 evaporative fleet average calculations should be performed similarly for PZEV carryover vehicles which are included in the LDT2, HLDT and HDV averaging sets.</p> <p>Note that the provisions of §86.1860-17(c)(4) regarding calculation of Tier 3 <u>evaporative</u> fleet average emission values reads as follows: "For model year 2017, do not include vehicle sales in California or the section 177 states for calculating the fleet average value for evaporative emissions."</p>

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6. Fuel Requirements - Also see Question 4.1					
6.1	Tier 3 Exhaust Test Fuel	§86.113-15; §86.113-04(a); preamble to the Tier 3 final rule (79 FR 23476 and 79 FR 23530)	§86.113-15 Fuel specifications. * * * (a) Gasoline fuel. This paragraph (a) describes how to transition to an ethanol-blend test fuel for vehicles certified under subpart S of this part. You may use the test fuels specified in §86.113-04(a) for vehicles that are not yet subject to testing with the new fuel.  [§86.113-04(a) allowed use of California Phase 2 gasoline for certain MY2014 and earlier vehicles but does not authorize California Phase II gasoline to be used for Tier 3 certification purposes.]  Tier 3 preamble language - page 79 FR 23476:  "d. Test Fuels for Exhaust Criteria Emissions Standards * * * Vehicles certified to the provisions of Early Tier 3 (Section IV.A.7.b above) will be treated the same as Tier 3 vehicles certified in MY2017. For example, for MY2015 and 2016, EPA will consider Early Tier 3 vehicles to be part of the Tier 3 program for purposes of fuel-related testing obligations. <u>We will not accept test results using LEV II fuels for Tier 3 vehicle certification, including Early Tier 3 certifications, with the exception of the PZEV exhaust carry-over provision described below.</u> " [Emphasis added.]	For 2017 model year certification, can manufacturers carry over the 2016 FTP/HWY/US06/SC03 data (including Litmus test) for vehicles certified to Tier 2 Bin 5/LEVII ULEV which were tested with California Phase 2 gasoline test fuel for exhaust emission certification purposes?	Tier 3 exhaust emission test fuel requirements for light-duty vehicles are discussed in regulations at 40 CFR 86.113-15 and in the preamble of the Tier 3 final rule (79 FR 23476-477 and 23530, including Table IV-27, April 28, 2014).  For certification of Tier 3 vehicles prior to MY2020 for bins higher than Bin 70, 40 CFR 86.113-15 allows manufacturers to use Tier 2 E0, LEVIII E10 or Tier 3 E10 test fuel, but not CARB Phase 2 gasoline test fuel. This prohibition on the use of CARB Phase 2 test fuel includes cases when the Phase 2 test data is carried over from previous Tier 2/LEVII test groups, with the sole exception of 2015-2019 SULEV (PZEV) carryover tests. See Table IV-27 in the preamble to the Tier 3 final rule (79 FR 23530, April 28, 2014). In the footnotes to that table, Phase 2 test fuel is only allowed for SULEV 150K exhaust testing (which may be used for Tier 3 compliance from MY2015 to 2019 only).
6.2	Tier 3 Cold FTP test fuel - for low & high altitude testing	§86.113-15(a)(2)(ii); §1065.710	§86.113-15 Fuel specifications. (a) Gasoline fuel. This paragraph (a) describes how to transition to an ethanol-blend test fuel for vehicles certified under subpart S of this part. * * * (a)(2)(ii) For vehicles that were certified to SULEV exhaust emission standards with a 150,000 mile useful life under California's LEV II program and that are eligible to use that carryover data for continued certification, you may use that carryover data to demonstrate compliance with the exhaust emission standards that apply for Bin 30 vehicles under § 86.1811-17 for model years 2015 through 2019. * * * For vehicles certified under this paragraph (a)(2)(ii), use the E10 test fuel specified in 40 CFR 1065.710 for cold temperature testing and high-altitude testing. [Emphasis added.]  §1065.710 - Tier 3 (E10) test fuel specifications (including specifications for low temperature and high altitude E10 test fuel) - See applicable regulations	Per §86.113-15(a)(2)(ii), are manufacturers required to use Tier 3 Federal E10 fuel for cold temperature and high altitude testing of carryover SULEV/PZEV vehicles for Tier 3 certification.	Yes, based on 86.113-15(a)(2)(ii), manufacturers are required to use Tier 3 Federal E10 fuel for cold temperature and high altitude testing of carryover SULEV/PZEV vehicles for MY2015-2019 Tier 3 certification.  Note that the provisions of §86.1829-15(c) allow manufacturers to provide a statement in their application that based on an engineering evaluation of appropriate test data, all vehicles comply with applicable emission standards at high altitude.  Background on Tier 3 exhaust emission test fuel requirements (including cold FTP and high altitude test fuel requirements) for light-duty vehicles is discussed in the preamble of the final rule (79 FR 23495-496 and 79 FR 23530, April 28, 2014).

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6.3  (revised 2/25/2016)	Test fuel - certification, fuel economy and litmus test requirements	§86.113-04; §86.113-15; §86.201; §86. 213; §600.117 as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015).	See applicable regulations;	<p>If you could please confirm (or modify as necessary) the use of E0 or E10 test fuels for emssions compliance and fuel economy:</p> <p>1. For EDV use either Tier 3 or LEV 3 E10 test fuel for FTP, HWFET and SFTP (cold CO/NMHC tests use the cold E10 fuel) and use LEV 3 fuel for 2-day, 3-day evap and RL testing. For ORVR use Tier 3 E10 fuel.</p> <p>2. For FEDV testing use E10 fuel for the FTP, HWFET, SFTP and the litmus test (cold CO/NMHC tests use the cold E0 fuel).</p>	<p>Test fuel requirements for light-duty vehicle and HDV exhaust emission tests are summarized on page 79 FR 23530 in Table IV-27 and Table IV-28 in the preamble of the Tier 3 final rule. Test fuel requirements for evaporative and refueling tests are summarized on pages 79 FR 23497-23500 and in Tables IV-22 and IV-23 in the preamble of the Tier 3 final rule.</p> <p>Test fuel requirements for FE Labels (including "litmus" test requirements), CAFE, GHG testing are discussed on pages 79 FR 23531-533 and in Table IV-29 on page 79 FR 23532 in the preamble of the Tier 3 final rule. Test fuel requirements for fuel economy are also outlined in the provisions of §600.117 and discussed in the preamble of the Tier 3 DFR technical amendments, page 80 FR 9082, Feb 19, 2015.</p> <p>Regarding the "litmus" test, please note that as outlined in the provisions of §600.117(d), "All five tests must use test fuel with the same nominal ethanol concentration."</p> <p>If a manufacturer has specific Tier 3 test fuel questions not covered by the above provisions, they should contact their EPA certification team member.</p>
6.4	ORVR test fuel	§86.113-15(a)(2)(iii)(A); §86.113-15(a)(3);	<p><b>§86.113-15(a)(2)</b> You may use California test fuels to demonstrate compliance with Tier 3 emission standards as follows:</p> <p>* * *</p> <p>(iii) For vehicles certified for 50-state sale, you may instead use California test fuel for evaporative emission testing as follows:</p> <p>(A) If you originally certified vehicles in California in model year 2015 or 2016 to PZEV standards with California Phase 2 gasoline, you may use that data with carryover vehicles to certify to the Tier 3 evaporative emission standards through model year 2019. * * * For refueling, spitback, and high-altitude testing, you may use test fuel meeting either the gasoline (E0) test fuel specified in § 86.113–04(a) or the gasoline (E10) test fuel specified in this paragraph (a);</p> <p>* * *</p> <p><b>§86.113-15(a)(3)</b> Except as specified in paragraph (a)(2)(iii) of this section and in this paragraph (a)(3), use E10 test fuel to demonstrate compliance with the refueling and spitback emission standards for any vehicles that must be certified to meet the diurnal plus hot soak standards with E10 test fuel under paragraphs (a)(1) and (2) of this section. You may delay using E10 test fuel until model year 2022 for incomplete heavy-duty vehicles not certified to refueling emission standards.</p>	<p>(A) The current Tier 3 regulations require manufacturers to use Tier 3 E10 test fuel for ORVRs refueling tests. LEV III E10 fuel is not allowed for the ORVR test although for the remaining evaporative tests (diurnal + H/S and bleed) require the LEV III E10. Does EPA have any leeway in allowing the use of the CARB LEV III E10 or Tier2 (E0) test fuel for the ORVR refueling test? If we provide engineering judgment regarding the equivalency, would it be possible?</p> <p>(B) Can the MY 2016 ORVR tests conducted on E0 Indolene test fuel that were used from a non PZEV test group/evaporative family be used to meet MY 2017 Tier3 EVAP?</p>	<p>(A) Tier 3 test fuel requirements for evaporative and ORVR testing are discussed in the preamble to the Tier 3 final rule (79 FR 23499, April 28, 2014). As shown in the last column of Tables IV-22 and IV-23 of the preamble, for ORVR, Tier 2 (E0 Indolene) test fuel can only be used for PZEV evaporative carryover vehicles. All other Tier 3 vehicles must use EPA Tier 3 test fuel for ORVR testing; ref. §86.113-15(a)(3). [LEV-III test fuel can't be used for ORVR testing because of the differences in RVP of LEV-III E10 (7 RVP) and Tier 3 E10 (9 RVP) test fuels.]</p> <p>(B) For Tier 3 evaporative compliance, manufacturers are required to use EPA Tier 3 (E10) test fuel for ORVR testing, except for PZEV carryover data from a vehicle originally certified in California in model year 2015 or 2016 , ref. 86.113-15(a)(2)(iii)(A). Except for such a carryover PZEV test group/evaporative family, manufacturers can't carryover the Tier 2 ORVR data (tested on Indolene E0 test fuel).</p> <p>Note that for Tier 3 ORVR testing on flexible fueled vehicles (FFVs), manufacturers are generally required to use E10 test fuel with 10 RVP, ref. 86.1810-17 (h)(2).</p>



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6.5	Tier 3 Certification Test Fuel - After MY2019	<p>§86.113-15(a)(2)(i) for exhaust testing;</p> <p>§86.113-15(a)(iii)(B), (C) for evaporative testing;</p>	<p><b>§86.113-15(a)(2)</b> You may use California test fuels to demonstrate compliance with Tier 3 emission standards as follows:</p> <p>(i) For vehicles certified for 50-state sale, you may instead use California Phase 3 gasoline (E10) as adopted in California's LEV III program for exhaust emission testing. Through model year 2019, we will also use this E10 fuel for any low-altitude exhaust emission testing with such vehicles. Starting in model year 2020, we may use test fuel meeting either California Phase 3 gasoline (E10) or the gasoline (E10) test fuel specified in this paragraph (a). * * *</p> <p>(iii) For vehicles certified for 50-state sale, you may instead use California test fuel for evaporative emission testing as follows:</p> <p>* * *</p> <p>(B) If you certify vehicles to LEV III standards with California Phase 3 gasoline (E10), you may use that collection of data to certify to the Tier 3 evaporative emission standards. Through model year 2019, we will use this same fuel to measure diurnal, hot soak, running loss, SHED rig, and canister bleed emissions (as appropriate) at low-altitude conditions; starting in model year 2020, we may use either California Phase 3 gasoline (E10) or the gasoline (E10) test fuel specified in this paragraph (a) for our testing with such vehicles. For refueling, spitback, high-altitude, and leak testing, you must use the gasoline (E10) test fuel specified in this paragraph (a), except that you may instead use the gasoline (E0) test fuel specified in § 86.113-04(a) for model year 2015 and 2016; we will use your selected fuel for our testing. Note that you may no longer certify vehicles to the Tier 3 standards based on California's rig-testing procedures after model year 2021, as described in § 86.1813-17(g).</p> <p><u>(C) For evaporative emission testing with California test fuels, perform tests based on the test temperatures specified by the California Air Resources Board.</u> [Emphasis added.]</p>	Will California LEV3 E10 data be accepted for certification for model years 2020 and beyond?	<p>Tier 3 exhaust emission test fuel requirements for light-duty vehicles are discussed in regulations at 40 CFR 86.113-15 and in the preamble of the Tier 3 final rule (79 FR 23476-477 and 23530, including Table IV-27, April 28, 2014).</p> <p>Tier 3 evaporative test fuel requirements for light-duty vehicles are discussed in the regulations at 40 CFR 86.113-15 and in the preamble of the final rule (79 FR 23497-500, including Table IV-22).</p> <p>Yes, as outlined in the provisions of §86.113-15, manufacturers may use California LEV<sup>III</sup> E10 test fuel for model years 2020 and beyond to demonstrate compliance with EPA Tier 3 exhaust and evaporative certification standards (except for cold temperature FTP, ORVR, spitback, high altitude and leak tests). Beginning with MY2020, EPA will continue to accept California LEV<sup>III</sup> E10 data for certification but will then reserve the right to do EPA confirmatory certification testing and/or EPA in-use testing using either or both of the fuels. This "either or both" only applies to cases where the manufacturer uses the California LEV<sup>III</sup> E10 fuel for certification. If the manufacturer uses EPA Tier 3 E10 test fuel for certification, EPA would only test on Tier 3 E10 test fuel.</p>
7. Fuel Economy					
7.1	Fuel Economy Labels - Smog Rating	§600.311-12(g), Table 2 and Table 3.	See Tables 2 and 3 in the provisions of §600.311-12(g).	<p><u>Table 2:</u> Should Table 2 §600.311-12 - CRITERIA FOR ESTABLISHING SMOG RATING FOR MODEL YEARS 2018-2024 also be used for MY 2017 Tier 3 vehicles?</p> <p><u>Table 3:</u> Table 3, which covers MY 2017, includes only Tier 2 standards.</p>	<p>EPA agrees that there is an error in Smog Rating Tables 2 and 3 provided in the provisions of §600.311-12. For example, Table 2 omitted the smog ratings for vehicles meeting Bin 85 and Bin 110 standards. Additionally, Table 3 omitted the smog ratings for vehicles complying with Tier 3 bin standards. These errors will be corrected in a future EPA rule.</p> <p><u>Table 2:</u> The omission of smog ratings for Bins 85 and 110 in the provisions of §600.311-12(g), Table 2 will be corrected in a future EPA rule, assigning smog ratings of "5" and "3" to 2018-2019 model year vehicles meeting Bin 85 and 110 standards, respectively.</p> <p><u>Table 3:</u> The omission of smog ratings for Tier 3 bin standards in the provisions of §600.311-12(g), Table 3 will be corrected in a future EPA rulemaking, consistent with the Tier 3 smog ratings provided in EPA guidance letters CD-14-20, December 1, 2014; and CD-15-27, November 16, 2015; available at <a href="http://www3.epa.gov/otaq/cert/dearmfr/dearmfr.htm">http://www3.epa.gov/otaq/cert/dearmfr/dearmfr.htm</a>.</p>

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7.2	Fuel Economy - Litmus test calculations on E10 test fuel	§600.115-11; §600.117, as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015)	<p>§600.115-11 - See applicable regulations.</p> <p>§600.117 Interim provisions. * * *</p> <p>(d) Manufacturers may perform testing with the appropriate gasoline test fuels specified in 40 CFR 86.113–04(a)(1), 40 CFR 86.213(a)(2), and in 40 CFR 1065.710(b) to evaluate whether their vehicles meet the criteria for derived 5-cycle testing under 40 CFR 600.115. All five tests must use test fuel with the same nominal ethanol concentration.</p>	For gasoline-fueled vehicles, if manufacturers use Tier 3 fuel (E10) for litmus test, is it correct that manufacturers should calculate mpg per the equation in 600.113-12 (h)(1) using an R-Factor of 0.6, but then using the actual E10 test fuel's characteristics for carbon weight factor (CWF), net heating value (NHV), and specific gravity (SG)?	<p>Fuel economy requirements (including "litmus" test, fuel economy labeling, CAFE and GHG testing requirements) are discussed in the preamble of the Tier 3 final rule (79 FR 23531-533, including Table IV-29). Interim test fuel requirements for the fuel economy litmus test are also outlined in 600.117(d) and discussed in the preamble of the Tier 3 DFR (80 FR 9082, Feb 19, 2015).</p> <p>Yes, this is correct. The preamble to the Tier 3 final rule (79 FR 23532) states that "EPA will provide guidance on determining the values for the other fuel quality parameters needed for the fuel economy calculations when Tier 3/LEV III fuel is used." In the interim until EPA guidance is provided, manufacturers should use good engineering judgment to determine the appropriate CWF, NHV and SG for individual batches of E10 test fuel. Manufacturers should consider guidance provided in the EPA guidance letter CD-95-09, June 1, 1995. This letter addressed how to determine mpg for testing done using California phase-2 test fuel instead of the Federal E0 test fuel. The guidance issues are not identical to the E10 case but CD-95-09 should provide insight regarding what engineering judgments would be needed to determine CWF, NHV and SG fuel properties for E10 mpg testing.</p>
7.3  (revised 2/25/2016)	Fuel Economy - Litmus test evaluation on E0 and E10 test fuel	§600.115-11 §600.117; as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015)	<p>§600.115-11 - See applicable regulations.</p> <p>§600.117 Interim provisions. * * *</p> <p>(d) Manufacturers may perform testing with the appropriate gasoline test fuels specified in 40 CFR 86.113– 04(a)(1), 40 CFR 86.213(a)(2), and in 40 CFR 1065.710(b) to evaluate whether their vehicles meet the criteria for derived 5-cycle testing under 40 CFR 600.115. All five tests must use test fuel with the same nominal ethanol concentration.</p>	When 5 cycle testing is conducted with both Tier 2 and Tier 3 fuels (e.g., EDV test with Tier 3 fuel and litmus test with Tier 2 fuel), is it up to the manufacturer to decide which test result to use for litmus assessment?	<p>Fuel economy labeling requirements (including "litmus" test requirements) are discussed in the preamble of the Tier 3 final rule (79 FR 23531-533, including Table IV-29). Interim test fuel requirements for the fuel economy litmus test are in §600.117(d) and discussed in the preamble of the Tier 3 DFR (80 FR 9082, Feb 19, 2015).</p> <p>The interim provisions of §600.117(d) allow the manufacturer to perform the litmus test using either E0 or E10 test fuel through the 2019 model year. There is no discussion regarding which result to use should the manufacturer have both sets of litmus test results (e.g. results on E0 and E10 test fuel). However, since E0 test data are required to be used for FE labeling, CAFE and GHG purposes in the interim 2017 to 2019 model years, EPA believes that litmus test results on E0 test fuel should take precedence over litmus tests performed on E10 test fuel. Thus, if a manufacturer has both sets of litmus test data, EPA would consider the litmus test performed on E0 test fuel to be the official litmus test.</p> <p>In the interim model years through the 2019 model year, manufacturers should document the official litmus test results in the application for certification for each test group (instead of relying on the litmus test calculations performed in the EPA Verify database). For example, manufacturers should disregard any Verify-calculated litmus test results in the Verify Certification Summary Information (CSI) Report and enter "Y" (Yes) in the "Litmus Bypass Indicator" field (GL-200) in the Verify FE Label Module.</p>

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7.4	Fuel Economy - Manufacturer Confirmatory Testing and Retest Criteria on E10 test fuel	\$600.008(b); \$86.1835-01(b)(3); \$600.117(a) to (d) as revised in the Tier 3 DFR (80 FR 9078, Feb 19, 2015),	<p><b>§600.117 Interim provisions.</b></p> <p>The following provisions apply instead of other provisions specified in this part through model year 2019:</p> <p>(a) Except as specified in paragraph (e) of this section, manufacturers must demonstrate compliance with greenhouse gas emission standards and determine fuel economy values using E0 gasoline test fuel as specified in 40 CFR 86.113-04(a)(1), regardless of any testing with Tier 3 test fuel under paragraph (b) of this section.</p> <p>* * *</p> <p>(e) For IUVP testing under § 86.1845, manufacturers may demonstrate compliance with greenhouse gas emission standards using a test fuel meeting specifications for demonstrating compliance with emission standards for criteria pollutants.</p>	Are manufacturer confirmatory certification and fuel economy tests on E10 test fuel subject to manufacturer confirmatory testing for fuel economy purposes and to the 3% fuel economy retest criteria?	<p>Tier 3 test fuel requirements are discussed in the preamble to the Tier 3 final rule (79 FR 23531-533). As provided in §600.117(a), certification tests conducted on E10 test fuel are not used for fuel economy labeling, CAFE or GHG purposes through MY2019, and therefore are not subject to manufacturer confirmatory test requirements provided in §86.1835-01(b)(1)(iii), (iv), (v) and (vi) (or EPA fuel economy testing provided in §600.008) based on the fuel economy criteria or potential gas guzzler tax criteria, ref. EPA guidance letter CD-15-22, September 14, 2015. Additionally, E10 tests are not subject to EPA or manufacturer 3% fuel economy retest criteria provided in §86.1835-01(a)(4) and (b)(3). They are still subject to manufacturer confirmatory testing (and EPA testing) based on the emissions criteria.</p> <p>As outlined in the preamble to the Tier 3 final rule (79 FR 23531), the implications of Tier 3 E10 test fuel changes on CAFE, GHG and fuel economy labels will be addressed in a future rulemaking action. Thus, the answer to this question is expected to change as a result of that future rulemaking action.</p>

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8. Heavy-Duty Vehicle Requirements - See Question 10.1					
9. High Altitude Requirements - See Questions 4.5, 6.2, 14.4 and 14.5					
10. Miscellaneous					
10.1	HDV interim full useful life	§86.1816-18(b)(7)(i)	<p><b>§86.1816–18 Emission standards for heavy-duty vehicles.</b></p> <p>* * *</p> <p>(b) Tier 3 exhaust emission standards</p> <p>* * *</p> <p>(7) The following provisions describe the primary approach for phasing in the Tier 3 standards other than PM in 2022 and earlier model years:</p> <p>(i) The fleet-average FTP emission standard for NMOG+NOX phases in over several years. * *</p> <p>* You may certify using transitional bin standards specified in Table 5 of this section through model year 2021; these vehicles are subject to FTP emission standards for PM and formaldehyde as described in paragraph (b)(2) of this section. You may use the E0 test fuel specified in § 86.113 for gasoline-fueled vehicles certified to the transitional bins; <u>the useful life period for these vehicles is 120,000 miles or 11 years.</u> [Emphasis added.]</p>	<p>For the heavy-duty vehicle (HDV) primary (declining fleet average NMOG + NOx) program outlined in the provisions of 86.1816-18(b)(7), to count as Tier 3 compliance, can a HDV transitional Bin395 test group be certified to 120K useful life emission standards (or is 150K useful life required)?</p>	<p>HDV bin structure is discussed in the preamble of the final rule (79 FR 23482-484). HDV useful life requirements for HDV interim bins are discussed in the preamble of the final rule (79 FR 23492).</p> <p>To count as Tier 3 compliance in the Tier 3 HDV primary (declining fleet average NMOG + NOx) phase-in outlined in §86.1816-18(b)(7)(i), an interim HDV Bin 395 test group may be certified to either the 120K or 150K full useful life standards. 120K full useful life is required thru MY2021 for HDV transitional bins; ref. §86.1816-18(b)(7)(i). Manufacturers may optionally certify vehicles in transitional bins to 150K full useful life standards. Transitional bin vehicles are included in the Tier 3 HDV declining NMOG + NOx fleet average calculations regardless of whether they are certified to 120K or 150K full useful life; ref. §86.1816-18(b)(7)(i).</p>
10.2	Road-Load Horsepower (RLHP)	§1066.305(a) as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015)	<p><b>§1066.305 Procedures for specifying roadload forces for motor vehicles at or below 14,000 pounds GVWR.</b></p> <p>(a) For motor vehicles at or below 14,000 pounds GVWR, develop representative road-load coefficients to characterize each vehicle covered by a certificate of conformity. Calculate roadload target coefficients by performing coastdown tests using the provisions of SAE J2263 (incorporated by reference in § 1066.1010). This protocol establishes a procedure for determination of vehicle road load force for speeds between 115 and 15 km/h (71.5 and 9.3 mi/h); the final result is a model of road-load force (as a function of speed) during operation on a dry, level road under reference conditions of 20 °C, 98.21 kPa, no wind, no precipitation, and the transmission in neutral. You may use other methods that are equivalent to SAE J2263, such as equivalent test procedures or analytical modeling, to characterize road load using good engineering judgment. Determine dynamometer settings * * * "</p>	<p>The language provided in §1066.305(a) related to road load determination in the Tier 3 DFR (80 FR 9078, February 19, 2015) deleted reference to SAE J1263 and retained only SAE J2263. Why was the SAE J1263 reference deleted?</p>	<p>This matter was addressed in EPA guidance letter CD-15-04, February 23, 2015 which clarifies what SAE practices are applicable. SAE J2263 is adopted by reference in the provisions of §1066.305(a) since it applies in its entirety; whereas J1263 as a whole no longer applies.</p> <p>SAE J1263 applied to the case of the former twin roll hydrokinetic dynamometers. However portions of J1263 are still applicable to current coastdown testing performed on single roll electric dynamometers as clarified in EPA guidance letter CD-15-04.</p>

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11. Particulate Matter (PM) Requirements - Also see Questions 2.1 and 14.1																	
11.1	PM - IUVP requirements	§86.1845-04(b)(5)(ii) and (c)(5)(ii), as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015).	<p><b>Tier 3 preamble page 79 FR 23455:</b> Similarly, manufacturers performing in-use testing under the In-Use Verification Program can limit their testing to 50 percent of their low- and high-mileage test vehicles. Again, manufacturers will need to rotate their vehicle models so that each model will be tested every other year.</p> <p><b>§86.1845–04 Manufacturer in-use verification testing requirements.</b> * * * (b) Low mileage testing (1) Test groups. Testing must be conducted for each test group. * * * (5) Testing. (i) Each test vehicle of a test group shall be tested in accordance with the FTP and the US06 portion of the SFTP as described in subpart B of this part, when such test vehicle is tested for compliance with applicable exhaust emission standards under this subpart. Test vehicles subject to applicable exhaust CO2 emission standards under this subpart shall also be tested in accordance with the HFET as described in 40 CFR 1066.840. (ii) For vehicles subject to Tier 3 PM standards, manufacturers must measure PM emissions over the FTP and US06 driving schedules for at least 50 percent of the vehicles tested under paragraph (b)(5)(i) of this section. * * * (c) High mileage testing (1) Test groups. Testing must be conducted for each test group. * * * (5)(i) - See applicable regulations (similar to (b)(5)(i) above). * * * (ii) For vehicles subject to Tier 3 PM standards, manufacturers must measure PM emissions over the FTP and US06 driving schedules for at least 50 percent of the vehicles tested under paragraph (c)(5)(i) of this section.</p>	<p>The regulations require manufacturers to test 50 percent of In-Use Verification Program (IUVP) vehicles for PM. However, it is not clear which of the following interpretations apply: (1) Do manufacturers test 50% of the IUVP test groups each year and then rotate so that all test groups get tested? (2) Or do manufacturers test every test group each year but only test 50% of the vehicles in each test group each year?</p>	<p>Tier 3 PM requirements for light-duty vehicles are discussed in the preamble of the Tier 3 final rule (79 FR 23451–458, April 28, 2014). Tier 3 IUVP PM requirements for light-duty vehicles are also discussed in the preamble of the Tier 3 final rule (79 FR 23455). Tier 3 IUVP PM requirements for light-duty and heavy-duty class 2b/3 vehicles are at §86.1845-04(b)(5)(ii) and (c)(5)(ii), as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015).</p> <p>Based on the preamble language and the regulations above, we are providing the following clarification for IUVP PM testing requirements. Manufacturers should use approach (2), test every test group each year but manufacturers are only required to test 50 percent of the vehicles in each test group. We recommend IUVP PM testing as follows:</p> <table><tr><td>Sales</td><td>Low Mileage Vehicles</td><td>High Mileage Vehicles</td></tr><tr><td>1-50,000</td><td>2 vehs* (1 tested for PM)</td><td>4 vehs* (2 tested for PM)</td></tr><tr><td>50,001-250,000</td><td>3 vehs* (1 tested for PM)</td><td>5 vehs* (3 tested for PM)</td></tr><tr><td>Above 250,000</td><td>4 vehs* (2 tested for PM)</td><td>6 vehs* (3 tested for PM)</td></tr></table> <p>Note that although Tier 2 diesel-fueled IUVP vehicles are required to measure PM on all IUVP vehicles**, Tier 3 diesel-fueled IUVP vehicles may follow the above guidance for IUVP PM testing.</p> <p>* Ref. §86.1845-04(b)(3) and (c)(3). **PM testing waivers are not applicable to Tier 2 diesel-cycle vehicles, ref. §86.1829-01(b)(1)(ii)(B); §86.1829-15 (d) and §86.1845-04(b)(5) and (c)(5).</p>	Sales	Low Mileage Vehicles	High Mileage Vehicles	1-50,000	2 vehs* (1 tested for PM)	4 vehs* (2 tested for PM)	50,001-250,000	3 vehs* (1 tested for PM)	5 vehs* (3 tested for PM)	Above 250,000	4 vehs* (2 tested for PM)	6 vehs* (3 tested for PM)
Sales	Low Mileage Vehicles	High Mileage Vehicles															
1-50,000	2 vehs* (1 tested for PM)	4 vehs* (2 tested for PM)															
50,001-250,000	3 vehs* (1 tested for PM)	5 vehs* (3 tested for PM)															
Above 250,000	4 vehs* (2 tested for PM)	6 vehs* (3 tested for PM)															

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11.2	PM - certification requirements for Diesel vehicles	§86.1829-15(d)(1), as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015).	<p><b>§86.1829-15 Durability and emission testing requirements; waivers.</b></p> <p>(d) Manufacturers may omit exhaust testing for certification in certain circumstances as follows:</p> <p>(1) <del>For vehicles subject to the Tier 3 PM standards in § 86.1811</del>, a manufacturer may provide a statement in the application for certification that vehicles comply with applicable PM standards instead of submitting PM test data for a certain number of vehicles. However, each manufacturer must test vehicles from a minimum number of durability groups as follows:</p> <p>(i) Manufacturers with a single durability group subject to the Tier 3 PM standards in § 86.1811 must submit PM test data for that group.</p> <p>(ii) Manufacturers with two to eight durability groups subject to the Tier 3 PM standards in § 86.1811 must submit PM test data for at least two durability groups each model year. EPA will work with the manufacturer to select durability groups for testing, with the general expectation that testing will rotate to cover a manufacturer's whole product line over time. If a durability group has been certified in an earlier model year based on submitted PM data, and that durability group is eligible for certification using carryover test data, that carryover data may count toward meeting the requirements of this paragraph (d)(1), subject to the selection of durability groups.</p> <p>(iii) Manufacturers with nine or more durability groups subject to the Tier 3 PM standards in § 86.1811 must submit PM test data for at least 25 percent of those durability groups each model year. We will work with the manufacturer to select durability groups for testing as described in paragraph (d)(1)(ii) of this section.</p> <p>[Emphasis added.]</p>	For Tier 3 light-duty vehicle certification requirements, do manufacturers have to test 100 percent of diesel certification vehicles for PM (similar to Tier 2 requirements) or can they use the same Tier 3 PM certification testing approach for gasoline vehicles as outlined in the provisions of §86.1829-15(d)(1)?	<p>Tier 3 PM certification requirements for light-duty vehicles are in §86.1829-15(d)(1), as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015); and discussed in the preamble of the Tier 3 final rule (79 FR 23455).</p> <p>Neither §86.1829-15(d)(1) nor the preamble discussion (79 FR 23455) differentiate between PM certification testing requirements for light-duty gasoline and diesel vehicles. The preamble discussion, for example, reads as follows:</p> <p>"Because of the expected time and expense of performing emission tests on the improved PM test procedures, we are limiting the number of tests using the new procedures that a manufacturer needs to perform at certification and during in-use testing, as proposed. Specifically, manufacturers will only be required to test vehicles representing a minimum of 25 percent of a model's durability test groups during certification each model year (and a minimum of 2 durability groups).<sup>256</sup> Manufacturers may select which durability groups to test, but will need to rotate the groups tested each year to eventually cover their whole fleet."</p> <p>Thus, based on §86.1829-15(d)(1) and the preamble discussion in the Tier 3 final rule, manufacturers may make a PM statement of compliance and submit PM test data for a reduced number of durability groups in lieu of providing PM test data for diesel-fueled light-duty vehicles certified to Tier 3 PM standards.</p> <p>Notes:</p> <p>1. These regulations (and this answer) applies to light-duty vehicles (and not heavy-duty diesel vehicles).</p> <p>2. EPA may measure PM during EPA confirmatory certification tests for gasoline and diesel-fueled emission-data vehicles (whether or not manufacturers measured PM on the emission-data vehicle).</p>

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12. SFTP Requirements					
12.1	SFTP standards - 4K SFTP standards for Interim LDVs	§86.1811-17(b)(8)(iii)(C) as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015)	<p><b>§86.1811-17(b)(8)(iii) Interim provisions.</b></p> <p>* * *</p> <p>(C) Vehicles must continue to comply with the Tier 2 SFTP emission standards for NMHC+NOX and CO for 4,000-mile testing as specified in § 86.1811–04(f)(1) if they are certified to transitional Bin 85 or Bin 110 standards, or if they are certified based on a fuel without ethanol, or if they are not certified to the Tier 3 PM standard.</p>	For interim LDVs, LDTs and MDPVs, the 4000 mile (4K) SFTP standards did not appear in the original Tier 3 regulations but was added via the DFR, ref. §86.1811-17(b)(8)(iii)(C). Why was this added and to which vehicles does it apply?	<p>The 4K SFTP standards were proposed in the NPRM for interim light-duty vehicles (e.g. LDVs, LDTs and MDPVs) and discussed in the preamble of the Tier 3 final rule (79 FR 23477-78) but were inadvertently omitted from the regulatory text of the Tier 3 final rule. This was corrected in §86.1811-17(b)(8)(iii)(C) as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015).</p> <p>As discussed in the preamble to the Tier 3 final rule (79 FR 23477-78) and §86.1811-17(b)(8)(iii)(C), the 4K SFTP standard applies to all vehicles certified as “interim Tier 3 vehicles” but does not apply to vehicles certified as “final Tier 3 vehicles.” A vehicle is considered a “final Tier 3” vehicle if all of the following conditions are met:</p> <p>(1) Certification is based on 150K useful life (or 120K useful life combined with the 85% declining fleet average standard);</p> <p>(2) Certification is based on Tier 3 E10 test fuel (also certification based upon Cal LEV III E10 may be acceptable);</p> <p>(3) The vehicle is certified to a final Tier 3 NMOG + NOx bin and the Tier 3 PM standards (i.e., for PM, any vehicles included in the Tier 3 PM phase-in which are certified to the 3 mg/mi FTP standard regardless of whether it is also certified to the 10 or 6 mg/mi SFTP standard); and</p> <p>(4) Transitional bins 85 and 110 are not considered “final Tier 3 bins” regardless of the test fuel and useful life that is used.</p>
12.2	Interm Tier 3 MDPV - SFTP Standards	§86.1811-17(a); §86.1811-17(b)(8)(iii)(C); both as revised in the Tier 3 DFR (80 FR 9078, February 19, 2015).	<p><b>§86.1811–17 Exhaust emission standards for light-duty vehicles, light-duty trucks and medium-duty passenger vehicles.</b></p> <p>“(a) Applicability and general provisions. This section describes exhaust emission standards that apply for model year 2017 and later light-duty vehicles, light-duty trucks, and medium-duty passenger vehicles. <u>MDPVs are subject to all the same emission standards and certification provisions that apply to LDT4</u> * * *” [Emphasis added]</p> <p>* * *</p> <p>(b) Tier 3 exhaust emission standards.</p> <p>* * *</p> <p>(8) The following provisions describe the primary approach for phasing in the Tier 3 standards other than PM in 2025 and earlier model years:</p> <p>* * *</p> <p>(iii) Interim provisions.</p> <p>* * *</p> <p>(C) Vehicles must continue to comply with the Tier 2 SFTP emission standards for NMHC+NOX and CO for 4,000-mile testing as specified in § 86.1811–04(f)(1) if they are certified to transitional Bin 85 or Bin 110 standards, or if they are certified based on a fuel without ethanol, or if they are not certified to the Tier 3 PM standard.</p>	<p>A. There is a LEV III reference located in section 1.2.2.1.2 “SFTP NMOG+NOx and CO Composite Exhaust Emission Standards – footnote 3” that exempts carryover/interim MDPV’s from the LEVIII SFTP requirements. We understood that the same would be true for interim Tier 3 MDPV’s since these would essentially be carry-over Tier 2’s that do not have an SFTP requirement. However, the Tier 3 regulation is not clear. Can you provide us with any clarification?</p> <p>B. One additional point of clarification: these interim Tier 3 MDPVs (i.e., with no previous Tier 2 SFTP requirement / data) would need to be assigned an FEL and added to the SFTP fleet average, but I assume that they would not also need to meet interim 4k standards like non-MDPV interim Tier 3 vehicles which previously did have to meet SFTP. Is this correct; ref. §86.1811-17 (b)(8)(iii)(C)?</p>	<p>Tier 3 SFTP requirements for light-duty vehicles and MDPVs are discussed in the preamble of the Tier 3 final rule (79 FR 23455-458 and 23477-478, April 28, 2014) and at §86.1811-17(a), (b) and (b)(8)(iii)(C).</p> <p>A. The provisions of §86.1811-17(a) and (b) don't provide any exclusions for MDPVs similar to CARB regulations. During the Tier 3 rulemaking process EPA was aware of the CARB LEV III exclusion for MDPVs, however EPA did not propose or promulgate a similar exclusion. EPA Tier 3 regulations require MDPVs &amp; HLDTs to meet SFTP requirements beginning in the 2018 model year, ref. 86.1811-17(b)(8)(ii)(A) and footnote in Table 4 of 86.1811-17. These MDPVs are largely the same powertrains as light-duty pick-up trucks which are already meeting SFTP requirements or they are similar to heavy-duty cargo vans which will be phasing into SFTP requirements in MY2018.</p> <p>B. As discussed in the preamble to the Tier 3 final rule (80 FR 23477-478), the SFTP 4K requirement for interim Tier 3 vehicles was intended to apply to all light-duty vehicle classes, including MDPVs. Although the Tier 3 final rule regulations didn't include the 4K SFTP standard, it was added to the regulations by the Tier 3 technical amendments (80 FR 9078, February 19, 2015). See the provisions of §86.1811-17(b)(8)(iii)(C).</p>

Manufacturer Tier 3 Questions and EPA Answers12/18/2015; revised 2/25/2016					
Issue No.	Subject	Regulation Reference	Regulation	Manufacturer Questions	EPA Answers
Purpose and Scope of this Guidance Document					
This document was prepared by EPA's Office of Transportation and Air Quality (OTAQ). It contains a record of EPA responses to manufacturer questions received prior to October 16, 2015 with respect to implementation of the Tier 3 final rule (79 FR 23414, April 28, 2014) as amended (80 FR 9078, February 19, 2015; 80 FR 26463, May 8, 2015). This document is intended to aid regulated parties in achieving compliance with regulations for light-duty and certain heavy-duty class 2b and 3 vehicles (40 CFR Parts 85, 86, 600, 1065, 1066).					
This document does not in any way alter the requirements in EPA regulations. Although the answers provided in this document may interpret regulations and indicate general plans for implementation of the regulations at this time, EPA's responses may change without notice as additional information becomes available, or as the agency further considers certain issues. The questions and answers in this document do not establish or change the legal rights or obligations of manufacturers or others in complying with EPA regulations. Further, this document does not establish binding rules or requirements and is not fully determinative of the issues addressed. EPA decisions in any particular case will be made applying the law and regulations on the basis of specific facts.					
13. Small Volume Manufacturer Requirements - See Questions 1.2 and 2.2					
14. SULEV/PZEV Carryover Vehicle Requirements - Also see Questions 4.5, 5.2 and 6.2					
14.1	SULEV/PZEV carryover vehicles -  PM Compliance	§86.101(b)(2)(ii) §86.1811-17(b)(7) §86.1839-01(a)(2)	<p><b>§86.101 General applicability.</b> * * *</p> <p>(b) Migration to 40 CFR parts 1065 and 1066. This subpart transitions to rely on the test procedure specifications in 40 CFR parts 1065 and 1066 as follows: * * *</p> <p>(2) Manufacturers must use the following procedures before model year 2022: * * *</p> <p>(ii) Equipment specifications and measurement procedures that are specific to PM emissions from 40 CFR part 1066 apply for any vehicles certified to the Tier 3 PM emission standards specified in subpart S of this part.</p> <p><b>§86.1811-17(b)(7)</b> The Tier 3 PM standards phase in over several years. The following provisions describe the primary approach for phasing in the Tier 3 PM standards: * * *</p> <p>(iv) Any vehicles not included for demonstrating compliance with the Tier 3 PM phase-in requirement must instead comply with an FTP emission standard for PM of 0.010 g/mile, and a composite SFTP emission standard for PM of 0.070 g/mile. * * *</p> <p>(vi) You may certify Interim Tier 3 vehicles based on carryover data.</p> <p><b>§86.1839-01(a)(2)</b> – See applicable regulations.</p>	Per the Tier 3 PM phase-in provisions of § 86.1811-17(b)(7), please confirm that SULEV/PZEV data can be used for phased-in Tier 3 PM standard although it was not tested using the new required PM equipment and procedures outlined in the provisions of 86.101(b)(2)(ii) and Part 1065/1066 regulations.	<p>In general, EPA policy for the use of the use of carryover emission data is provided in §86.1839-01(a)(2) and EPA Advisory Circular 17F. Carryover of California SULEV/PZEV data is discussed in the preamble of the Tier 3 final rule (79 FR 23477, April 28, 2014), however that discussion does not address the carryover of PM data. In many cases we expect that PM emissions were not measured on carryover SULEV/PZEV vehicles (in which case carryover PM data could not be used to demonstrate compliance with the Tier 3 PM standards).</p> <p>Tier 3 PM phase-in and the use of Tier 2 carryover PM data is discussed in the preamble of the Tier 3 final rule (79 FR 23478-479) and in 86.1811-17(b)(7)(vi), which allow manufacturers to certify Interim Tier 3 vehicles based on carryover PM data from vehicles originally certified to Tier 2, LEV 2 or LEV-III PM standards.</p> <p>For cases where manufacturers measured PM emissions on carryover SULEV/PZEV vehicles and the PM data complies with final Tier 3 PM standards, (but the manufacturer didn't use 1065/1066 equipment and procedures to measure PM emissions) the manufacturer may request EPA approval to carryover that PM data based on the provisions of §86.1839-01 and either §86.106(a) or §1066.10(c). Such requests should describe the type of equipment and procedures which were used to measure PM emissions, the 1065/1066 requirements and provide justification why the manufacturer believes that the emission data would comply with Tier 3 PM standards if the required 1065/1066 equipment and procedures were used.</p>
14.2	SULEV/PZEV carryover vehicles -  Tier 3 Evaporative Leak Test Requirements	§86.113-15(a)(2)(iii)(A); §86.1813-17(g)(3); §1066.985;	<p><b>§86.113-15(a)(2)</b> You may use California test fuels to demonstrate compliance with Tier 3 emission standards as follows: * * *</p> <p>(iii) For vehicles certified for 50-state sale, you may instead use California test fuel for evaporative emission testing as follows:</p> <p><b>(A)</b> If you originally certified vehicles in California in model year 2015 or 2016 to PZEV standards with California Phase 2 gasoline, you may use that data with carryover vehicles to certify to the Tier 3 evaporative emission standards through model year 2019. We will use this same fuel to measure diurnal, hot soak, running loss, and SHED rig emissions at low-altitude conditions for such vehicles. For refueling, spitback, and high-altitude testing, you may use test fuel meeting either the gasoline (E0) test fuel specified in § 86.113–04(a) or the gasoline (E10) test fuel specified in this paragraph (a); we may use either of the specified fuels for our testing. <u>For leak testing, you must use the gasoline (E10) test fuel specified in this paragraph (a).</u> [Emphasis added.]</p> <p><b>§86.1813-17(g)(3)</b> - Regulations are provided in question 5.2.</p>	Please confirm whether the E10 leak test results should be submitted with carryover SULEV/PZEV zero evaporative data for phase-in Tier 3 evaporative compliance or not, ref. §86.113-15.	<p>Leak test requirements are discussed in the preamble of the Tier 3 final rule (79 FR 23516-23521, April 28, 2014). The leak test procedure is outlined in the provisions of §1066.985.</p> <p>Yes, based on §86.113-15(a)(2)(iii)(A) and §86.1813-17(g)(3), leak test results are required to be submitted with carryover SULEV PZEV evaporative data. E10 is the required test fuel for the leak test, ref. §86.113-15(a)(2)(iii)(A) and §86.1813-17(a)(1)(iii). Note that carryover SULEV/PZEV Option 1 evaporative data (tested on California E0 Phase 2 test fuel) can only be used in lieu of Tier 3 evaporative data through the 2019 model year, ref. §86.113-15(a)(2)(iii)(A).</p> <p>For certification, manufacturers may provide a statement of compliance in the application in lieu of providing leak test data, ref. 86.1829-15(e)(4). For IUVP testing, manufacturers are not required to perform leak tests on 2017 model year and earlier vehicles, ref. 86.1845-04(b)(5)(iii).</p>



Manufacturer Tier 3 Questions and EPA Answers12/18/2015; revised 2/25/2016					
Issue No.	Subject	Regulation Reference	Regulation	Manufacturer Questions	EPA Answers
Purpose and Scope of this Guidance Document					
<p>This document was prepared by EPA's Office of Transportation and Air Quality (OTAQ). It contains a record of EPA responses to manufacturer questions received prior to October 16, 2015 with respect to implementation of the Tier 3 final rule (79 FR 23414, April 28, 2014) as amended (80 FR 9078, February 19, 2015; 80 FR 26463, May 8, 2015). This document is intended to aid regulated parties in achieving compliance with regulations for light-duty and certain heavy-duty class 2b and 3 vehicles (40 CFR Parts 85, 86, 600, 1065, 1066).</p> <p>This document does not in any way alter the requirements in EPA regulations. Although the answers provided in this document may interpret regulations and indicate general plans for implementation of the regulations at this time, EPA's responses may change without notice as additional information becomes available, or as the agency further considers certain issues. The questions and answers in this document do not establish or change the legal rights or obligations of manufacturers or others in complying with EPA regulations. Further, this document does not establish binding rules or requirements and is not fully determinative of the issues addressed. EPA decisions in any particular case will be made applying the law and regulations on the basis of specific facts.</p>					
14.3	SULEV/PZEV carryover vehicles -  Warranty Requirements	Defect Warranty: Section 207(a) of the Clean Air Act (CAA). There are currently no defect warranty regulations.  Performance Warranty: Section 207(b) of CAA; Part 85 Subpart V;  EPA guidance letter CD-15-18, August 24, 2015;  PZEV Evaporative requirements: §86.1813-17(g)(2)(i)	For EPA warranty requirements, see applicable provisions of the CAA; regulations and the EPA guidance letter.  §86.1813–17 Evaporative and refueling emission standards. * * * (g) Alternative phase-in options for Tier 3 evaporative emission standards. You may use any of the following alternative methods to transition to the Tier 3 evaporative emission standards: * * * (2) The following alternative phase-in options apply for model year 2017: (i) You may disregard the percentage phase-in specified in paragraph (a)(5) of this section for 2017 if you choose 50- state certification for all your vehicles meeting the LEV III PZEV evaporative standards in 2017. Under this option, you may not produce a higher-emitting version of those vehicle models for sale outside of California or the section 177 states. Such vehicles may be certified using carryover data under the California program, but they may not generate or use emission credits. LDV and LDT1 that comply under this paragraph (g)(2)(i) may not generate allowances under paragraph (g)(1) of this section, regardless of the calculated percentage of compliant vehicles in model year 2017.	For model year 2017 evaporative certification, if a manufacturer takes the “Nationwide/50-state-cert LEV/III-PZEV zero-evap option” as outlined in the provisions of §86.1813-17(g)(2)(i) in lieu of MY2017 40% requirement, is our understanding correct that this option would <u>not</u> require the vehicles sold in the federal fleet areas (i.e., non-California/177 states) to comply with the California PZEV 15 year/150,000 mile warranty requirements?	The 2017 model year evaporative phase-in options (including the option to sell PZEV vehicles nationwide) are discussed in the preamble of the Tier 3 final rule (79 FR 23498, April 28, 2014). Carryover of California SULEV/PZEV data are also discussed (79 FR 23477, 23495, 23499, and 23504). As discussed in those sections, EPA intends to allow carryover of California SULEV/PZEV data to demonstrate compliance with Tier 3 exhaust and evaporative emission standards.  Yes, your understanding is correct. While a vehicle sold in California and 177 states must meet the 15 year/150,000 mile warranty requirement to qualify as being a PZEV, the Tier 3 option to sell PZEV evaporative systems nationwide only applies to vehicles complying with the evaporative standard. Vehicles sold in the federal areas (i.e., outside of California and the section 177 states) would only need to comply with the federal warranty requirements. The option to certify for evaporative emission purposes by selling “PZEV evap” vehicles nationwide only applies to the standards. The regulations at 86.1813-17(g)(2)(i) refer to vehicles “meeting the LEV III PZEV evaporative standards in 2017.”
14.4	SULEV/PZEV carryover vehicles -  High Altitude Compliance	§86.1829-15(c)	§86.1829–01 Durability and emission testing requirements; waivers. * * * (c) The manufacturer must demonstrate compliance with emission standards at low-altitude conditions as described in paragraph (b) of this section. For standards that apply at high-altitude conditions, the manufacturer may either perform the same tests or provide a statement in the application for certification that, based on an engineering evaluation of appropriate testing to measure or simulate high-altitude emissions, all vehicles comply with applicable emission standards at high altitude.	To what extent do manufacturers have to conduct additional tests at high altitude for evaporative emissions with regard to carryover LEV II PZEVs to qualify as Tier 3 vehicles?	High altitude evaporative requirements for PZEV carryover vehicles are discussed in the preamble of the final rule, page 23496, and in §86.1813-17 and §86.1829-15(c).  PZEVs like any other vehicle certified to Tier 3 evaporative/refueling standards are subject to a requirement to demonstrate compliance at high altitude. However, the provisions of §86.1829-15(c) provide manufacturers with the flexibility to provide a statement in their application that based on an engineering evaluation of appropriate testing, all vehicles comply with applicable emission standards at high altitude.
14.5	SULEV/PZEV carryover vehicles -  High Altitude Evaporative Standards	§86.1813-17(a)(2)(ii)(B)	§86.1813–17 Evaporative and refueling emission standards. Vehicles must meet evaporative and refueling emission standards as specified in this section. These standards apply for heavy duty vehicles above 14,000 pounds GVWR as specified in § 86.1801. The emission standards apply for total hydrocarbon equivalent (THCE) measurements using the test procedures specified in subpart B of this part, as appropriate..... * * * (a)(2)(ii)(B) Calculate the FEL for testing at high-altitude conditions based on the difference between the low-altitude FEL and the standard. For example, if a light-duty vehicle was certified with an FEL of 0.400 g instead of the 0.300 g standard, the FEL for testing under highaltitude conditions would be 0.75 g (0.65+0.10).	How would the high altitude evaporative standard for LEV II PZEVs be calculated?	High altitude evaporative requirements are discussed in the preamble of the final rule (79 FR 23495-496) and in §86.1813-17 and §86.1813-17(a)(2)(ii)(B).  Based on §86.1813-17(a)(2)(i) and (a)(2)(ii)(B), the applicable high altitude hot soak plus diurnal standard for LDV/LDT1 LEV-II PZEV carryover vehicles would be 0.65 grams/test. • Even though the “in-use” enforcement level at low altitude would be 350 mg/test rather than 300 mg/test as discussed in Question 5.2, it was EPA’s intent for the high altitude standard to apply as if these vehicles were certified to a low altitude FEL of 300 mg/test. • The high altitude standards shown in Table 1 of §86.1813-17 would apply to vehicles certified to an FEL equal to the category standard. This is 0.65 grams/test for the LDV/LDT1 category.

Message

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**From:** Wehrly, Linc [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=64E5F31CCB4841018441B3BF074842D0-WEHRLY, LINC]  
**Sent:** 12/4/2015 12:34:33 PM  
**To:** Lavergne2, Josee (EC/EC) [josee.lavergne2@canada.ca]; Collins, Kevin (EC/EC) [kevin.collins@canada.ca]  
**Subject:** RE: Testing status

Thanks! That would be great!

Linc Wehrly  
Director, Light-Duty Vehicle Center  
Compliance Division  
Office of Transportation and Air Quality  
United States Environmental Protection Agency  
(734) 214-4286  
[wehrly.linc@epa.gov](mailto:wehrly.linc@epa.gov)

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**From:** Lavergne2, Josee (EC/EC) [mailto:josee.lavergne2@canada.ca]  
**Sent:** Friday, December 04, 2015 7:33 AM  
**To:** Wehrly, Linc <[wehrly.linc@epa.gov](mailto:wehrly.linc@epa.gov)>; Collins, Kevin (EC/EC) <[kevin.collins@canada.ca](mailto:kevin.collins@canada.ca)>  
**Subject:** Re: Testing status

Hi Linc, I'll be at work a bit later

**Ex. 7(A), 7(E)**

Kevin is on vacation this week.

---

**From:** Wehrly, Linc [mailto:[wehrly.linc@epa.gov](mailto:wehrly.linc@epa.gov)]  
**Sent:** Friday, December 04, 2015 07:29 AM  
**To:** Collins, Kevin (EC/EC)  
**Cc:** Lavergne2, Josee (EC/EC)  
**Subject:** Testing status

Kevin and Josee,

**Ex. 7(A), 7(E)**

I'm in all day, but will be in and out of meetings. Please feel free to send me an email or call me at 734-214-4286. Hope everything is going well with you.

Regards,  
Linc

Linc Wehrly  
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(734) 214-4286  
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## Appointment

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**From:** Allard, Gabrielle (EC) [gabrielle.allard@canada.ca]  
**Sent:** 6/13/2017 2:20:46 PM  
**To:** Allard, Gabrielle (EC) [gabrielle.allard@canada.ca]; Wehrly, Linc [wehrly.linc@epa.gov]; Dalton, Joel [Dalton.Joel@epa.gov]; Genier, Maxime (EC) [maxime.genier@canada.ca]; Carrey, Nicholas (EC) [nicholas.carrey@canada.ca]  
**Subject:** ECCC-EPA Meeting  
**Location:** Ann Arbour Office  
**Start:** 6/14/2017 4:00:00 PM  
**End:** 6/14/2017 8:00:00 PM  
**Show Time As:** Busy  
**Recurrence:** (none)

Good morning Joel and Linc,  
Please find discussion items for our meeting tomorrow.

**Ex. 7(A), 7(E)**

- **Next Meetings**

We look forward to see you tomorrow.

Regards,

Gabrielle

Gabrielle Allard

Ingénieure principale de programmes, Protection de l'environnement  
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[gabrielle.allard@canada.ca](mailto:gabrielle.allard@canada.ca) / Tél. : 613-998-3895

Senior Program Engineer, Environmental Protection Branch  
Environment and Climate Change Canada / Government of Canada  
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# Verify Light-Duty Tier 3 Updates

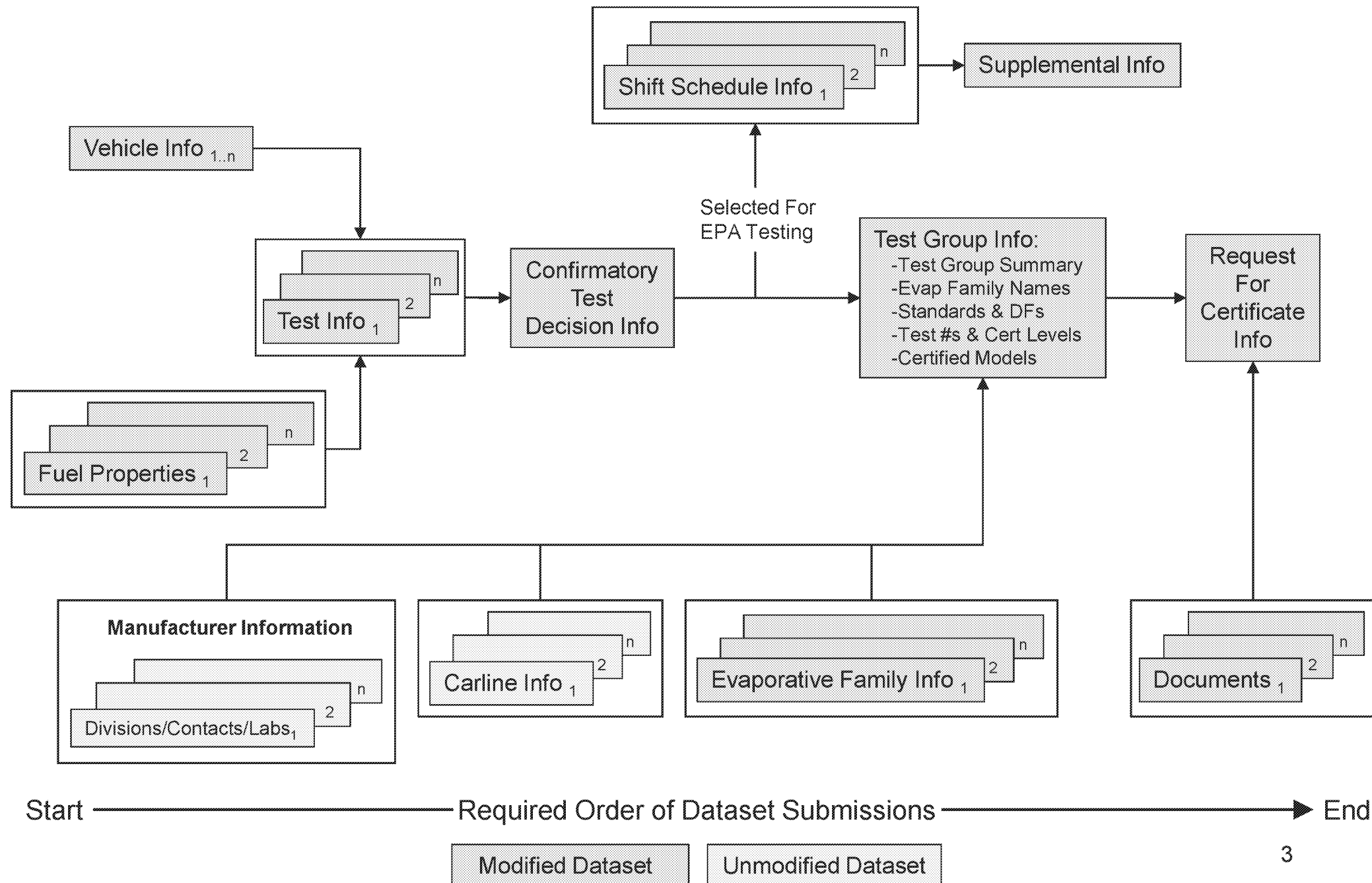
July 24, 2014



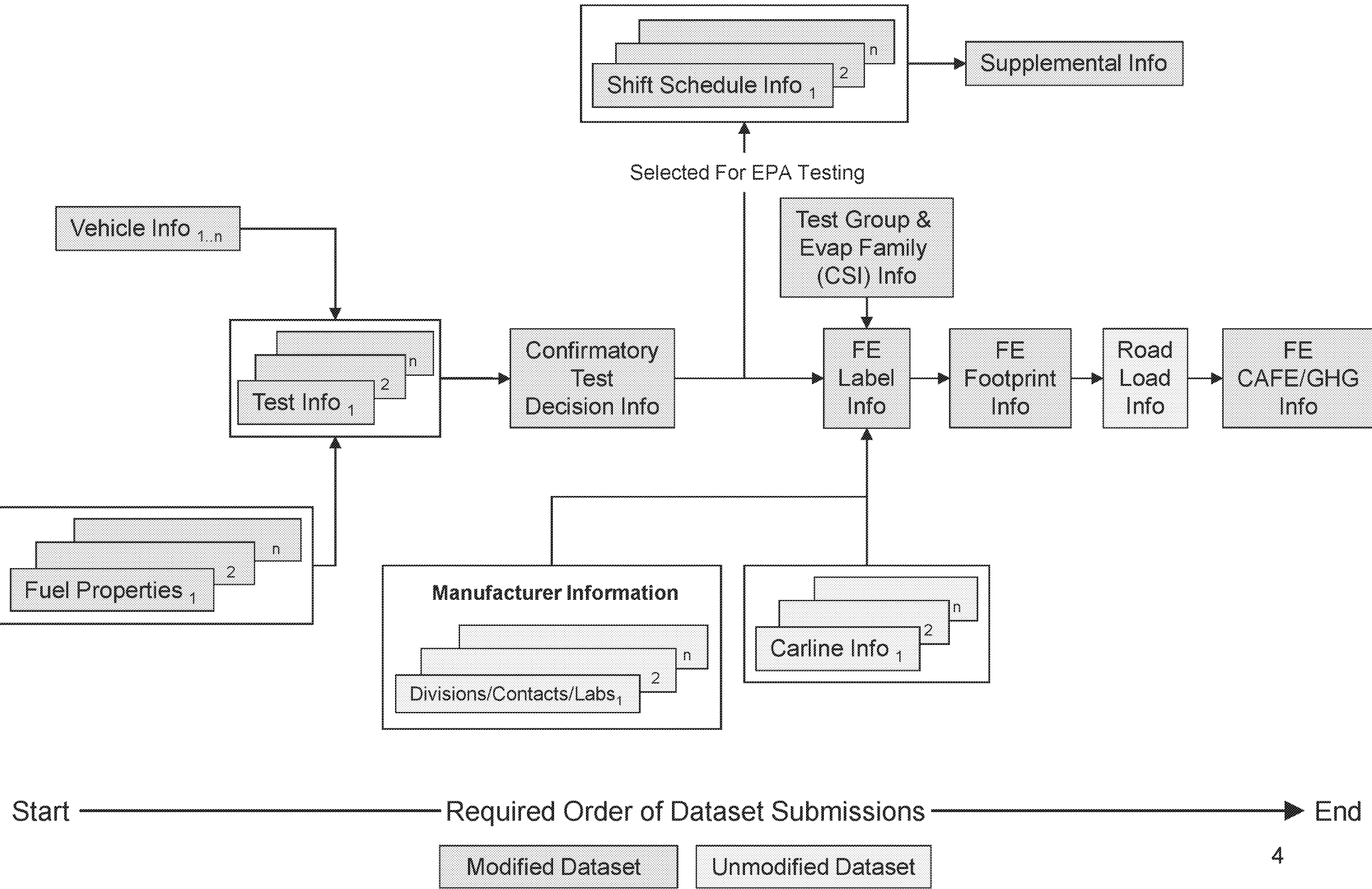
# Verify Light-Duty GHG Draft Deployment Schedule

- October 2011: Changes to CREE/Opt-CREE Calculations in Test Information and Test Group, Footprint, and Model Year 2011/2012+ CAFE/GHG Datasets (Release 9)
- May 2012: New Road Load Dataset, New Footprint Dataset Calculations, New Test Information ADFE & ADCREE Calculations, Updates to Model Year 2013+ FE Label Dataset (Release 10)
- November 2012: LEV3 Changes & Integration of EPA CAFE/GHG Calculations into Verify (Release 11)
- March 11, 2013: Completion of CAFE/GHG Calculation Integration (Release 11.1)
- **September 2014: Tier 3 Updates**

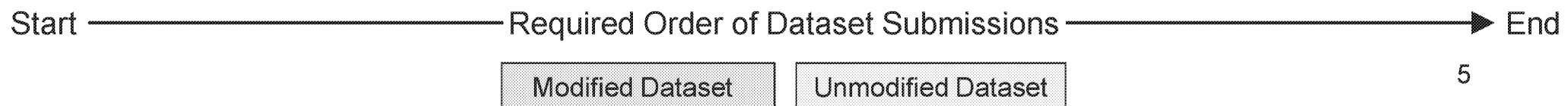
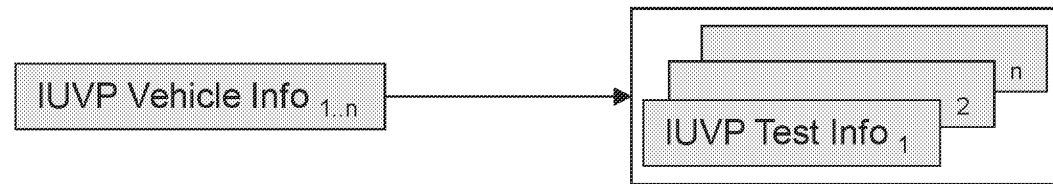
# Verify Light-Duty Certification Dataset Submission Process (07/24/2014)



# Verify Light-Duty Fuel Economy Dataset Submission Process (07/24/2014)



# Verify Light-Duty IUVP Dataset Submission Process (07/24/2014)





# Changes to Vehicle Information Dataset

- New data element for Leak Family Identifier (VI-6.5)
  - Manufacturers will enter a three character string to identify each Leak Family
- New data element for Leak Family Name (VI-6.6)
  - Verify will create the Leak Family Name by concatenating the Leak Family Identifier with the Evaporative Family Name

# Changes to Fuel Properties Dataset

- **New Test Fuel Types (FP-4)**
  - 28 = COLD CO E10 REGULAR GASOLINE (TIER 3)
  - 29 = COLD CO E10 PREMIUM GASOLINE (TIER 3)
  - 30 = COLD CO DIESEL 7-15 PPM SULFUR
  - 48 = TIER 3 E10 REGULAR GASOLINE (9 RVP @Low Alt.)
  - 49 = TIER 3 E10 PREMIUM GASOLINE (9 RVP@Low Alt.)
  - 58 = TIER 3 E10 REGULAR GASOLINE (10 RVP-FFV ORVR Only)
  - 59 = TIER 3 E10 PREMIUM GASOLINE (10 RVP-FFV ORVR Only)
- **New business rule:**
  - If Process Code (FP-0.5) equals 'N' (New) then Test Fuel Type (FP-4) cannot equal '1' (Indolene 30 (with 30 ppm lead)) or '6' (EPA Unleaded Gasoline) or '9' (CERT Diesel 300 ppm Sulfur) or '24' (Cold CO Regular (CERT)) or '25' (Cold CO Premium (CERT)).

# Changes to Test Information Dataset

- **New Test Procedures (TI-8)**

- 9 = HWY80 (80 mph Highway Test)
- 62 = AC17 - Manual A/C Controls
- 63 = AC17 - Automatic A/C Controls
- 64 = Evap CARB Fuel Only (Rig) Test
- 65 = Evap Canister Bleed Test
- 66 = Leak Test - Evap Fuel System OBD
- 67 = Leak Test - Port Near Canister
- 68 = Leak Test - Port Near Fuel Pipe
- 69 = Leak Test - Evap Gas Cap

- **New Test Fuel Type (TI-9)**

- 28 = COLD CO E10 REGULAR GASOLINE (TIER 3)
- 29 = COLD CO E10 PREMIUM GASOLINE (TIER 3)
- 30 = COLD CO DIESEL 7-15 PPM SULFUR
- 48 = TIER 3 E10 REGULAR GASOLINE (9 RVP @Low Alt.)
- 49 = TIER 3 E10 PREMIUM GASOLINE (9 RVP @Low Alt.)
- 58 = TIER 3 E10 REGULAR GASOLINE (10 RVP-FFV ORVR Only)
- 59 = TIER 3 E10 PREMIUM GASOLINE (10 RVP-FFV ORVR Only)

- **New Business Rule:**

- If Process Code (TI-0.5) equals 'N' (New) then Test Fuel Type (TI-9) cannot equal '24' (Cold CO Regular (CERT)) or '25' (Cold CO Premium (CERT)).

# Changes to Test Information Dataset- continued

- New data element for E10 Evaporative Test Measurement Method (TI-24.5)
  - ACTUAL = Actual Total Hydrocarbon Equivalent Measurement (with speciation)
  - CALC = Calculated ( $1.08 \times$  FID Total Hydrocarbons)
  - FID-EPA = Actual FID w/o Speciation (EPA Only)
- New data element for Drive Cycle Speed Tolerance Criteria (TI-24.6)
  - PART86 = Used Part 86 (+/- 2 mph, +/- 1 sec)
  - PART1066 = Used Part 1066 (+/- 2.0 mph, +/- 1.0 sec)
- New data element for Road Speed Fan Usage Indicator (TI-24.8)

# Changes to Test Information Dataset- continued

- New business rules:
  - If the Test Fuel Type (TI-9) equals '46' (CARB LEV3 E10 REGULAR GASOLINE), '47' (CARB LEV3 E10 PREMIUM GASOLINE), AND the Test Procedure (TI-8) equals '23' (FED FUEL 2 DAY EVAP (BUTANE)), '27' (CA FUEL 2 DAY EVAP (BUTANE LOAD)), '32' (FED FUEL RUNNING LOSS), '34' (FED FUEL 3 DAY EVAP(BUTANE LOAD)), '37' ('CA FUEL RUNNING LOSS'), '38' (CA FUEL 3 DAY EVAP (BUTANE LOAD)), '43' (FED FUEL 2DAY EVAP(HEAT TO LOAD)), '47' (CA FUEL 2 DAY EVAP(HEAT TO LOAD)), '58' (TIER 3 E10 REGULAR GASOLINE (10 RVP-FFV ORVR Only)), or '59' (TIER 3 E10 PREMIUM GASOLINE (10 RVP-FFV ORVR Only)), then E10 Evaporative Test Measurement Method (TI-24.5) is required.
  - If the Submitting Manufacturer Code is not 'LOD' or 'EPA' then E10 Evaporative Test Measurement Method (TI-24.5) cannot equal 'FID-EPA'.
  - If the Submitting Manufacturer Code is 'LOD' or 'EPA' then E10 Evaporative Test Measurement Method (TI-24.5) must either match the E10 Evaporative Test Measurement Method (TI-24.5) for the test specified Test Number (DI-17.5) by the manufacturer for the corresponding test procedure/test fuel type combination in Decision Information, or, must equal 'FID-EPA' (Actual FID w/o Speciation (EPA Only)).

# Changes to Test Information Dataset- continued

- **New Test Result/Emission Name (TI-19)**
  - HC-TOTAL-EQUIV (Total Hydrocarbon equivalent – Evap-only)
  - METHANE-COMB (Combined CH<sub>4</sub> for HD 2b/3 vehicles only)
  - N<sub>2</sub>O-COMB (Combined Nitrous Oxide for HD 2b/3 vehicles only)
  - LEAK-DIA - Effective Leak Diameter (inches)
  - LEAK-GAS CAP - Gas Cap Leakage (cc/min)
- **New business rules:**
  - If Test Procedure (TI-8) = '65' (Evap Canister Bleed Test), '66' (Leak Test - Evap Fuel System OBD), '67' (Leak Test - Port Near Canister) or '68' (Leak Test - Port Near Fuel Pipe) then Test Result/Emission Name (TI-19) must only equal 'LEAK-DIA' (Effective Leak Diameter).
  - If Test Procedure (TI-8) = '69' (Leak Test - Evap Gas Cap) then Test Result/Emission Name (TI-19) must only equal 'LEAK-GAS CAP' (Gas Cap Leakage).
  - If the Fuel Type (TI-9) equals '46' (CARB LEV3 E10 REGULAR GASOLINE), '47' (CARB LEV3 E10 PREMIUM GASOLINE), '48' (TIER 3 E10 REGULAR GASOLINE), or '49' (TIER 3 E10 PREMIUM GASOLINE) AND the Test Procedure (TI-8) equals '23' (FED FUEL 2 DAY EVAP (BUTANE)), '27' (CA FUEL 2 DAY EVAP (BUTANE LOAD)), '32' (FED FUEL RUNNING LOSS), '34' (FED FUEL 3 DAY EVAP (BUTANE LOAD)), '37' (CA FUEL RUNNING LOSS), '38' (CA FUEL 3 DAY EVAP (BUTANE LOAD)), '43' (FED FUEL 2DAY EVAP (HEAT TO LOAD)), '47' (CA FUEL 2 DAY EVAP (HEAT TO LOAD)), '58' (TIER 3 E10 REGULAR GASOLINE (10 RVP-FFV ORVR Only)), or '59' (TIER 3 E10 PREMIUM GASOLINE (10 RVP-FFV ORVR Only)), then Test Result/Emission Name (TI-19) must include 'HC-TOTAL-EQUIV'.
  - If Test Procedure (TI-8) is not equal to '2' (CVS 75 AND LATER (W/O CAN. LOAD)), '21' (FED FUEL 2 DAY EXH (BUTANE LOAD)), '25' (CA FUEL 2 DAY EXH (BUTANE LOAD)), '31' (FED FUEL 3 DAY EXH (BUTANE LOAD)), '35' (CA FUEL 3 DAY EXH (BUTANE LOAD)), '41' (FED FUEL 2 DAY EXH (HEAT TO LOAD)) or '45' (CA FUEL 2 DAY EXH (HEAT TO LOAD)); then, Test Result/Emission Name (TI-19) cannot equal 'METHANE-COMB' or 'N<sub>2</sub>O-COMB'.

# Changes to Decision Information Dataset

- **New values for Federal Exhaust Emission Standard Level (DI-9)**
  - T3B160 - Federal Tier 3 Bin 160
  - T3B125 - Federal Tier 3 Bin 125
  - T3B110 - Federal Tier 3 Transitional Bin 110
  - T3B85 - Federal Tier 3 Transitional Bin 85
  - T3SULEV30 – Federal Tier 3 Transitional LEV-II SULEV30 Carryover
  - T3B70 - Federal Tier 3 Bin 70
  - T3B50 - Federal Tier 3 Bin 50
  - T3B30 - Federal Tier 3 Bin 30
  - T3B20 - Federal Tier 3 Bin 20
  - T3B0 - Federal Tier 3 Bin 0
  - HDV2B395 - Federal Tier 3 HD Class 2b Transitional Bin 395
  - HDV2B340 - Federal Tier 3 HD Class 2b Transitional Bin 340
  - HDV2B250 - Federal Tier 3 HD Class 2b Bin 250
  - HDV2B170 - Federal Tier 3 HD Class 2b Bin 170
  - HDV2B150 - Federal Tier 3 HD Class 2b Bin 150
  - HDV2B0 - Federal Tier 3 HD Class 2b Bin 0
  - HDV3B630 - Federal Tier 3 HD Class 3 Transitional Bin 630
  - HDV3B570 - Federal Tier 3 HD Class 3 Transitional Bin 570
  - HDV3B400 - Federal Tier 3 HD Class 3 Bin 400
  - HDV3B270 - Federal Tier 3 HD Class 3 Bin 270
  - HDV3B230 - Federal Tier 3 HD Class 3 Bin 230
  - HDV3B200 - Federal Tier 3 HD Class 3 Bin 200
  - HDV3B0 - Federal Tier 3 HD Class 3 Bin 0
- **New business rules:**
  - 'T3B110', 'T3B85' and 'T3SULEV30' are not allowed for Model Year (DI-5) 2020 and later.
  - 'HDV2B395', 'HDV2B340', 'HDV3B630' and 'HDV3B570' are not allowed for Model Year (DI-5) 2022 and later.

# Changes to Decision Information Dataset- continued

- New values for Federal Evaporative Emission Standard Level (DI-11)
  - T3 - Federal Tier 3 Evap
  - T3-3Z - Federal Tier 3 LEV-III Zero Evap (Option 1) Carryover
- New business rule:
  - 'T3-3Z' is not allowed for Model Year (DI-5) 2022 and later.
- New values for Manufacturer Test Procedures Used (DI-18)
- New values for Test Fuel Type Code (DI-19)



# Changes to Decision Information Dataset- continued

- New values for Test Procedure Codes Selected for EPA Confirmatory Testing (DI-38)
- New values for Test Fuel Type Code for EPA Confirmatory Testing (DI-38.5)
- New data element for EPA Road Speed Fan Usage Indicator (DI-38.8)

# Changes to Shift Schedule Dataset

- New/Deleted values for Drive Schedule Name Code (SS-56)
  - NEW: '006' - HWY80
  - NEW: '007' - LA92
  - DELETED: '021' - LA4 (prep only);
  - DELETED: '022' - LA4;
  - DELETED: '023' - 505;
  - DELETED: '031' - HWFE (no warmup);
  - DELETED: '101' - SCC#1;
  - DELETED: '102' - SCC#2;
  - DELETED: '103' - BIH (Auto);
  - DELETED: '104' - BIH (Manual);
  - DELETED: '111' - 3BagHWFE;
  - DELETED: '112' - 3Bag505;
  - DELETED: '121' - LA4 (perturbed 1.5)

# Changes to Supplemental Information Dataset

- New values for Test Procedure Codes Selected For EPA Confirmatory Testing (SI-41.5)
- New value for Primary Engine Cooling Fan Placement Code (SI-42)
  - 20 = Road Speed Fan (width 31.5" x height 24")
- New data element Road Speed Fan Setup Specifications (SI-44.5)
- New business rule:
  - If Primary Engine Cooling Fan Placement Code (SI-42) equals '20' (Road Speed Fan) then Road Speed Fan Setup Specifications (SI-44.5) is required

# Changes to Supplemental Information Dataset- continued

- New data element E10 Evaporative Test Measurement Method (SI-49.5)
- New data element Drive Cycle Speed Tolerance Criteria (SI-49.7)
- New values for Exhaust Emission Standard Level (SI-57A)
- New business rules:
  - 'T3B110', 'T3B85' and 'T3SULEV30' are not allowed for Model Year (SI-3.5) 2020 and later.
  - 'HDV2B395', 'HDV2B340', 'HDV3B630' and 'HDV3B570' are not allowed for Model Year (SI-3.5) 2022 and later.
- New values for Test Procedure (SI-92 & SI-98)
- New values for Test Result/Emission Name (SI-59 & SI-71)
- New values for Evaporative/Refueling Standard Level (SI-57B)

# Changes to Evap Family Information Dataset

- New data elements:
  - Leak Family Indicator (EV-20)
  - Canister Bleed Test Indicator (EV-21)
  - CARB Fuel Only (Rig) Test Indicator (EV-22)
  - Leak Family Identifier (EV-23)
  - Leak Family Name (EV-24)
  - Applicability of Leak Family Requirements (EV-25)
  - Leak Family Standard (EV-26)
  - Leak Family Description (EV-27)
  - Applicability of Evaporative Canister Bleed Emission Test (EV-28)
  - Evaporative Canister Bleed Test Comments (EV-29)
  - Applicability of CARB Fuel Only (Rig) Test (EV-30)
  - CARB Fuel Only (Rig) Test Comments (EV-31)
  - E10 Evaporative Test Measurement Method (EV-32)

# Changes to Evap Family Information Dataset

- New business rules:
  - If Leak Family Indicator (EV-20) equals 'Y' (Yes) then Leak Family Identifier (EV-23) is required.
  - If Leak Family Identifier (EV-23) exists then Applicability of Leak Family Requirements (EV-25) is required.
  - If Leak Family Identifier (EV-23) exists then Leak Family Standard (EV-26) is required.
  - The maximum allowed value for Leak Family Standard (EV-26) must be less than or equal to 0.040.
  - If Canister Bleed Test Indicator (EV-21) equals 'Y' (Yes) then Applicability of Evaporative Canister Bleed Emission Test (EV-28) is required.
  - If CARB Fuel Only (Rig) Test Indicator (EV-22) equals 'Y' (Yes) then Applicability of CARB Fuel Only (Rig) Test (EV-30) is required.

# Changes to Test Group Information Dataset- continued

- New values for Exhaust Emission Standard Level (TG-201)
- NEW business rules:
  - 'T3B110', 'T3B85' and 'T3SULEV30' are not allowed for Model Year (TG-6) 2020 and later.
  - 'HDV2B395', 'HDV2B340', 'HDV3B630' and 'HDV3B570' are not allowed for Model Year (TG-6) 2022 and later.
- New values for Test Procedure (TG-204.5 & TG-223.5)
- New values for Test Result/Emission Name (TG-209 & TG-225)
- New data format for Ratio of NMOG/NMHC (TG-207)
  - Changed from N(3,2) to N(7,6)
- New values for Evaporative/Refueling Standard Level (TG-224)
- NEW business rule :
  - 'T3-3Z' is not allowed for Model Year (TG-6) 2022 and later.

# Changes to Test Group Information

## Dataset- continued

- Modified data element name and description for TG-216.8
  - Changed to “SFTP Tier 2 Compliance Indicator”
- Modified data element name and description for TG-216.9
  - Changed to “SFTP Tier 2 Composite CO Option”
- New data element for SFTP Tier 3 Compliance Indicator (TG-260)
- New business rule:
  - SFTP Tier 2 Compliance Indicator (TG-216.8) and SFTP Tier 3 Compliance Indicator (TG-260) cannot both equal 'Y' (Yes).
- New data element for SFTP LEVIII Compliance Indicator (TG-261)
- New Tier 3/LEVIII SFTP calculations
- Modified data element name and description for TG-217.2
  - Changed to “Test Group Fuel – Charge Depleting”



# Changes to Test Group Information Dataset- continued

- New data elements:
  - Test Group Fuel – SFTP LEVIII (TG-262)
  - Official SFTP LEVIII FTP Test Number (TG-263)
  - Official SFTP LEVIII US06 Test Number (TG-264)
  - Official SFTP LEVIII SC03 Test Number (TG-265)
  - NMOG+NOX-COMP – Tier 3 (TG-255) (Verify-calculated field)
  - NMOG+NOX-COMP – LEVIII (TG-256) (Verify-calculated field)
  - CO-COMP – LEVIII (TG-257) (Verify-calculated field)
- Modified data element names/descriptions
  - Changed to “HC-NM+NOX-COMP – **Tier 2**” (TG-219.5)
  - Changed to “CO-COMP – **Tier 2/Tier 3**” (TG-219.6)
  - Changed to “PM-COMP – **Tier 2**” (TG-219.7)

# Changes to Request For Certificate Dataset

- Modified description for “Meet All Applicable Requirements Indicator” (CR-10)
  - Does this test group/evaporative family comply with all the applicable requirements of 40 CFR Parts **85, 86, 88, 600, 1037, 1065, 1066** and **other regulations which may apply?**
- Modifications to Certificate templates

# Changes to FE Label Dataset

- Modified data element name/description for GL-200
  - Changed to “**Litmus Bypass Indicator**” from “MDVP-Only or ICI-Indicator”.

# Changes to IUVP Vehicle Information Dataset

- New data element for Leak Family Identifier (IV-7.1)
- New business rule:
  - The combination of Evaporative Family Name (IV-7) and Leak Family Identifier (IV-7.1) must be an existing Evap/Refueling Family Name (EV-1) and Leak Family Identifier (EV-23) combination previously entered in the Evap/Refueling Family dataset.
- New data element for Mileage Since OBD Leak Check Performed (IV-39.5)
- New business rule:
  - If 'Readiness Status Complete?' (IV-38) equals 'Y' (Yes) or 'Incomplete Readiness Status Codes' (IV-39) does not include 'EVAP' (Evaporative System) then Mileage Since OBD Leak Check Performed (IV-39.5) is required.

# Changes to IUVP Test Information Dataset

- New values for Test Procedure (IT-14)
- New values for Fuel Type (IT-15)
- New values for Test Result/Emission Name (IT-28)
- New business rules:
  - If Test Procedure (IT-14) is not equal to '3' (HWFE Highway Test) then Test Result/Emission Name (IT-28) cannot equal 'COMB-CREE' or 'COMB-OPT-CREE'.
  - If Model Year (IV-8) of the IUVP test vehicle is  $\geq 2012$  and Test Procedure (IT-14) is equal to '3' (HWFE Highway Test) then Test Result/Emission Name (IT-28) must include 'COMB-CREE' or 'COMB-OPT-CREE'.
  - If the Fuel Type (IT-15) equals '46' (CARB LEV3 E10 REGULAR GASOLINE), '47' (CARB LEV3 E10 PREMIUM GASOLINE), '48' (TIER 3 E10 REGULAR GASOLINE), or '49' (TIER 3 E10 PREMIUM GASOLINE) AND the Test Procedure (IT-14) equals '23' (FED FUEL 2 DAY EVAP (BUTANE)), '27' (CA FUEL 2 DAY EVAP (BUTANE LOAD)), '32' (FED FUEL RUNNING LOSS), '34' (FED FUEL 3 DAY EVAP (BUTANE LOAD)), '37' ('CA FUEL RUNNING LOSS'), '38' (CA FUEL 3 DAY EVAP (BUTANE LOAD)), '43' (FED FUEL 2DAY EVAP (HEAT TO LOAD)), '47' (CA FUEL 2 DAY EVAP (HEAT TO LOAD)), '58' (TIER 3 E10 REGULAR GASOLINE (10 RVP-FFV ORVR Only)), or '59' (TIER 3 E10 PREMIUM GASOLINE (10 RVP-FFV ORVR Only)), then Test Result/Emission Name (IT-28) must include 'HC-TOTAL-EQUIV'.
- New data element for E10 Evaporative Test Measurement Method (IT-38.5)
- New values for Test Result Unit (IT-30)
  - in = inches
  - cc/min = cubic centimeters per minute

# Changes to Footprint Dataset

- New data elements for Car/Truck Determination
  - To be deployed in release after Tier 3

# Verify Manufacturer Testing Information

- Tentative Tier 3 testing dates:
  - September 3 through September 16<sup>th</sup>
  - Testing meetings will be held on Tuesdays and Thursdays at 3pm during the 2 testing weeks
  - Issue trackers must be submitted to [verify@epa.gov](mailto:verify@epa.gov) by 3pm the day before the applicable testing meeting
- Contact Sandra Somoza if you have questions about the upcoming Light-Duty Verify system testing
  - [somoza.sandra@epa.gov](mailto:somoza.sandra@epa.gov) (734-214-4704)
- Join the Verify Listserve
- Draft documents will be posted to the Verify website under the Light Duty section:
  - <http://epa.gov/otaq/verify/publications.htm#workdocuments>